THE LITERARY DIGEST

(Title registered in the U. S. Patent Office and in Foreign Countries)

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

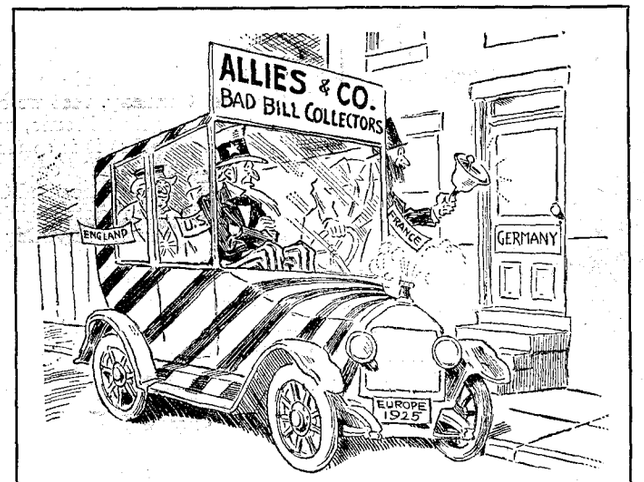
Vol. LXXXIV, No. 5 | New York, January 31, 1925 | Whole Number 1815

TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

THE NEW REVOLT OF THE IRRECONCILABLES

WAS THE UNITED STATES "duped" and "trapt" by the European diplomats into signing an "atrocious" agreement when Ambassadors Kellogg and Herrick and Colonel Logan added their signatures to those of the Allied representatives on the document that recognizes and defines our share of the German reparations payments under the Dawes plan? Not only is this what happened at the Paris conference, argues our ex-Ambassador to Great Britain, Col. George Harvey, in the Washington *Post*, but as a consequence the United States has pledged itself to "intervention in the cockpit of Europe." And Colonel Harvey's misgivings, it seems, are shared by Senator William E. Borah, chairman of the Senate Committee on Foreign Relations; by Senator Hiram Johnson, and by Senator James A. Reed of Missouri, members of the group that came to be known during the League of Nations controversy as "irreconcilables" and "isolationists."



BUT THEY SAY HE'S NOT A MEMBER OF THE FIRM

—De Mar in the Philadelphia *Record*.

In justification of their fears the Senators cite the exclamations of joy by European statesmen and European journals when we signed the agreement. Thus Winston Churchill, British Chancellor of the Exchequer, rejoiced at "the immense moral weight" added by the United States to the demands upon Germany to pay up; Mr. Clementel, France's Minister of Finance, declared that "America's participation in European affairs by sharing in the Dawes annuities is an insurance policy on the payment of reparations" and as such is "beyond price." At the same time, the correspondents reported, both the British and the French press reflected an almost unanimous opinion that the United States, by signing the Paris agreement, had actually if not intentionally involved herself in the enforcement and execution of the Dawes plan. They hailed it as "the return of the United States to the European stage," and therefore as an event of momentous political importance.

Later, however, after they saw that their remarks were imperiling the success of the agreement, and after Secretary Hughes had declared emphatically that the agreement "puts the United States under no obligation legally or morally" in the matter of enforcing reparations payments, British and French officialdom and British and French papers abruptly changed their tune. Thus a London correspondent of the New York *Evening Post* now reports that "London ruefully concedes that any rejoicing over the return of the United States to Europe is unjustified," and that this is the formal attitude of the British Government; and a Paris correspondent of the New York *Times* points out that not only does the agreement leave the United States unpledged to any specific course in case Germany defaults, but it leaves Germany's other creditors equally free. This correspondent cables over the following interesting French view of the "irreconcilable" attitude from the pen of Stephane Lauzanne in the Paris *Matin:*

"It is a fine thing to be an irreconcilable like that fine man Senator Borah and honest Senator Johnson. But all the same one must not be irreconcilable without common sense, logic and knowledge of one's own interests.

"Here is this little group which killed the Treaty of Versailles and the League of Nations trying now to kill the financial agreement reached last week in Paris. What is their motive—that the arrangement alienates American liberty and brings the United States back into the cockpit of European quarrels.

"It is, first of all, astonishing that the Senators who head great Senatorial committees do not take the trouble to read the text which they are fighting. If Messrs. Borah and Johnson would take the trouble to read the document they would find its title harmless. It is 'An Arrangement Relative to the Distribution of Annuities from the Dawes Plan.' Incidentally let us remember that the Dawes plan is of American origin. They will see that the whole part about America is contained in a special article so as to avoid any pollution with Europe. They will see even that each time a reference is made to all the contracting Powers care is taken to mention the Allied Governments and the separate Government of the United States so that it may be quite clear the Government of the United States does not keep bad company. What more could these gentlemen want?

"Certain cables from America tell us that the European press, and above all the French press, have shown great joy at this understanding. It must be because these newspapers interpreted it as the return of America into the European arena; it must be because they believe they have bound America to European policy. That is the profoundest error. The French press is capable of committing errors, but since the lesson of 1919 it will never again commit the error of thinking America a meek little lamb which can be thrown into the arena and tied without its knowing.

"France has certainly cause for rejoicing that the accord on the question of distributing money derived from two separate claims has been happily accomplished. She will always rejoice at any accord with America. But to the irreconcilables the word Europe is as a red rag to a bull. Perhaps they are right. But

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when one sees them opposing treaties which they themselves made inevitable and pushing their irreconcilability to the point of not being able to reconcile themselves to their own ideas, they can not deny us at least the right to smile."

In the meantime, altho President Coolidge let it be known that he considers the statement issued by Secretary Hughes as a complete answer to the fears of Senators Borah, Johnson and Reed, these gentlemen refused to be satisfied, but introduced a resolution calling for a copy of the agreement "together with such information regarding circumstances surrounding the negotiation and execution of the agreement as may be relevant for a full understanding of its terms." This part of the resolution is said to be prompted by a rumor that at the Paris conference Ambassador Kellogg had asked that the American delegation might sign the agreement with the reservation that the Washington Government was bound "only in so far as the rights of the United States were concerned." Correspondents report from Washington, however, a denial of this rumor.

CREEPING IN AT LAST THROUGH THE BACK DOOR

—Kirby in the New York *World*.

The statement given out by Secretary Hughes reads in part as follows:

"The agreement reached at Paris was simply for the allocation of the payments made under the Dawes plan. It does not provide for sanctions or deal with any questions that might arise if the contemplated payments should not be made. With respect to any such contingency the agreement in Paris puts the United States under no obligation, legally or morally, and it will be as free as it ever was to take any course of action it may think advisable.

"The agreement at Paris neither surrenders nor modifies any treaty right of the United States."

This "very positive statement" from Mr. Hughes, notes Senator Borah, "is in direct conflict with the views exprest by the Minister of Finance of France, Winston Churchill of Great Britain, and others." "If our representatives in Paris have done what the European papers say they have done, then it is a thing that ought to be repudiated and the men who made it ought to be repudiated," declares Senator James A. Reed; and Senator Hiram Johnson "hopes that Hughes is right and that all European statesmen are wrong," but adds: "Only the facts and all the facts will clarify the atmosphere and reassure our people."

Assuming that the European statesmen describe the situation more accurately than does Secretary Hughes, Colonel Harvey suggests the need of a statute "prohibiting commissions appointed by the President from making binding agreements," or of a legal ruling that "agreements such as that of Paris constitute treaties in effect and must be ratified by the Senate." Not since the fight over the League of Nations, reports one correspondent, has the Senate been so excited over a question of foreign policy.

An editorial in Mr. Hearst's New York *American* headed, "Let Us Keep Free of Entangling Alliances," reflects an "isolationist" point of view in the following sentences:

"The well-meaning but misguided Americans who yearn for matrimonial relations between this Government and the Old World should recall the sad experiences we have recently had abroad and learn from them to keep our country free.

"Out of it all we have garnered just one thing—experience!

"Let us profit by this experience and stay where the Lord evidently intended us to stay and thrive—in North America.

"These older nations are as immune from idealism as a band of bootleggers."

Fear, says the New York *World*, has caused all the muddle over the Paris agreement—the isolationists being "afraid of the facts about Europe" and the Administration being "afraid of the isolationists." To quote this Democratic and pro-League paper:

"The isolationists are afraid to admit that you can not collect vast sums from Europe without becoming a partner in the method by which these sums are collected. They want the money, but they don't want the trouble of collecting it.

"The Administration knows that we can not collect our small bill against Germany, that we can not even think of collecting our large bill against France, unless we help make the Dawes plan a success. But it is so terrified by the isolationists that it won't come out into the open. Because it insists upon running away from Hiram Johnson and George Harvey, it first signed an agreement and then gutted it with a weasel statement from Mr. Hughes which leaves everything in grand confusion. . . .

"Suppose Germany defaulted. Does Mr. Hughes mean we could collect our share regardless of the Allies or that they could collect their share regardless of us? If he does not mean either of these things, then he might as well frankly admit that we have become partners of the Allies in the reparations question.

"What stops him from admitting it? Fear; nothing but fear of the irreconcilables. We admit they are an active lot, capable of causing a lot of trouble. But when, pray, is the Coolidge Administration likely to be in a better position to face openly and beat down finally the isolationists in the Republican party? If a 7,000,000 majority has not made Mr. Coolidge ready to tackle Hiram Johnson, George Harvey, and even William E. Borah, when will he be ready to settle this fundamental question of national policy and party leadership?"

In a New York *Evening Post* editorial headed "Old Bones from Old Graves," we read:

"Not many of these 'irreconcilables' are left. Time, death and the scythe of politics have cut them down and swept many of them away. Senators Lodge and Brandegee are dead. Senators McCormick and Shields are singing their swan songs. Reed of Missouri remains. So do Senators Borah, Hiram Johnson and Moses. While the rest of the world has marched by and on, they have camped at the side of the road.

"Apparently their spears are leveled at the outgoing Secretary of State, Charles Evans Hughes, and his incoming successor, Frank B. Kellogg. Actually the 'irreconcilables' are declaring war on the White House foreign policy. They have not loved Secretary Hughes. They do not love that mild reservationist who will take his place.

"But is doubtful if the nation will care very much for this revival of a played-out drama. It may have been a good show in 1920, but a country that has lost something of both its illusions and delusions will find it tiresome."

As the New York *Herald Tribune* sees them, the "isolationists" are "in fact talking and acting not as isolationists but as cancellationists." Says this Republican paper:

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OUT AGAIN
—Hanny in the Philadelphia *Inquirer*.

UNDULY EXCITED
—Sykes in the Philadelphia *Evening Public Ledger*.

REPUBLICAN JIBES AT THE REPUBLICAN OBJECTORS

"Isolation means avoidance of interference in what is clearly Europe's business. But in signing the Paris protocol the United States was attending strictly to its own business and defending its own urgent interest. Germany owes us between $600,000,000 and $800,000,000 for Rhineland occupation costs and war damage claims. We are trying to collect that sum through adherence to the Dawes plan distribution agreement. Our European Allies owe us about $10,000,000,000. It will help them to pay us if they receive the reparations sums due them from Germany. We have an enormous stake in the successful operation of the Dawes plan. At Paris we were simply exercising common sense in protecting assets of immense value to our heavily burdened taxpayers.

"The Johnsonites resent the Dawes plan not because it is an American intrusion into European affairs (which it is not), but because it helps to close the door to Germany's escape from reparations payments. . . .

"Congress has insisted on debt collection as a national duty. Our people are determined to salvage our loans to the Allies and our war debts from Germany. If it is necessary to bring pressure to prevent German defaults, they will see to it that pressure is brought, in cooperation with Germany's other creditors. They will do this not because they are in the least obligated, morally or legally, to do so, but simply because, as a matter of free choice, such action is sound business and international justice. They can not see how such cooperation would involve meddling in affairs with which we have no proper concern. Merely to state such a contention is to disprove it.

"The little band of Johnsonites wilfully misunderstand the problem, which comes down to this in the average American mind: Is Europe to pay its debt to us or are we ourselves to redeem the Liberty bonds now representing those debts?"

Among the many other papers that refuse to share the alarm of Senators Borah and Johnson are the Springfield *Union*, Chicago *Daily News*, Pittsburgh *Gazette Times*, Albany *Knickerbocker Press*, Kansas City *Star*, Philadelphia *Inquirer*, Washington *Star*, Des Moines *Register*, Pittsburgh *Sun*, Pittsburgh *Post*, Norfolk *Ledger-Dispatch*, Springfield (Ill.) *State Register*, Chicago *Journal of Commerce*, the Los Angeles *Times*, and the Seattle *Times*. Says the last-named journal:

"Senator Hiram Johnson and other irreconcilables need not worry. America is not committed to any alliances in Europe. Our representatives attended the financial conference at Paris for the sole purpose of collecting about $600,000,000, and it appears that they were successful in arranging for payments. In no other way could we arrange that rather important transaction, and we assumed no responsibilities in the collection of German payments.

"The opinion of Secretary Hughes on the question raised by Senator Johnson already has been stated. America is committed to no program for the collection of payments from Germany. We have no alliances or entanglements with the nations of Europe.

"America's business is in good hands and as yet the advice and counsel of the California Senator have not been necessary."

As the Chicago *Journal of Commerce* sees it, "the dispute as to the meaning of the agreement has drawn from Mr. Hughes a statement so clear and positive that no country may misunderstand America's position." Moreover:

"If any nation has hitherto taken another view of the meaning of the agreement, now is the time to step forward and take issue with Mr. Hughes."

Says the Springfield (Ill.) *State Register:*

"Senator Johnson would be given credit for sincerity had he made his howl when Secretaries Hughes and Mellon were making the rounds in London, Paris and Berlin to insure acceptance of the reparations settlement program. Nothing was clearer than what the United States was planning to do in this matter."

But "the one thing that stands out in this whole unsatisfactory episode is the fact that neither at home nor abroad are we regarded as having any consistent or decisive program," thinks the New York *Journal of Commerce*, which concludes its discussion of the situation with the following words:

"It is not merely a consistent foreign policy that we lack, it is a foreign policy of any kind. We have a go-as-you-please race in Washington between a number of groups, each of which blames the other for doing anything, and each of which probably claims the distinction of being least constructive and least disposed to have any ideas on foreign questions. How long can our solons maintain this sort of farce and yet succeed in leading the public to suppose that it is real?"

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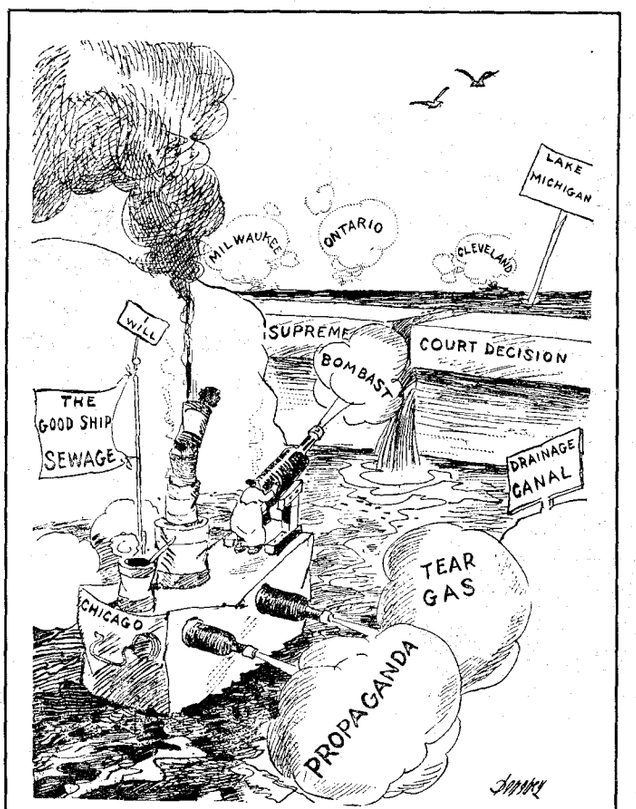
PRESS OF THE GREAT LAKES CITIES ON CHICAGO'S DIVERSION OF WATER

"WE ARE FACED WITH A PESTILENCE!" is the startling cry of the Chicago *Tribune*. "A wide-spread conspiracy is striking at the very life of Chicago citizens." "Ridiculous!" replies the Grand Rapids *Herald*. "Piffle!" adds the neighboring *Press*. "Camouflage!" exclaims another Michigan paper, and so on. These and other more acrid remarks are called forth in newspapers published in Detroit, Cleveland, Milwaukee, Buffalo, and other Great Lakes cities, by the recent ruling of the United States Supreme Court that Chicago must cease withdrawing more than her legal quota of water from Lake Michigan to avoid the necessity of constructing modern sewage disposal plants. This decision is the result of a legal war conducted for years by the States of New York, Michigan, Minnesota, Indiana, Ohio, Wisconsin, Illinois, Missouri, Louisiana, and Tennessee, "not to mention private shipping and other associations, with a cross-fire of diplomatic representations from the Canadian Government, and anything but diplomatic remarks from Canadian newspapers," to quote the New York *Herald Tribune*. According to this paper, the Chicago drainage canal is supposed to be lowering the level of the Great Lakes and causing millions of dollars of loss annually to shipping, thus affecting power interests on the St. Lawrence River, the cost of freight transportation at Duluth, and New Orleans commercial interest in the Mississippi River. As the Washington correspondent of the Cleveland *Plain Dealer* explains:



THE BATTLE OF LAKE MICHIGAN

—Donahey in the Cleveland *Plain Dealer*.

"The United States Supreme Court in handing down the decision against the Chicago drainage canal provided that an injunction should issue within sixty days, the effect of which would be to reduce the flow of water through the canal from its present volume of 10,000 feet per second to the amount authorized by the Secretary of War, or 4,167 feet.

"The sanitary district of Chicago was created by the Legislature of Illinois in 1889, and embraces Chicago and forty-five other towns. The district has an area of 437 square miles and was created to handle the sewage and water problems.

"The continental divide between the drainage basin of the St. Lawrence River and the Mississippi River is close to Chicago. The Chicago River, a very sluggish stream, normally drains into Lake Michigan. The Desplaines River, a tributary of the Mississippi, via the Illinois River, is about ten miles west from Lake Michigan. The Chicago drainage canal is an artificial channel cut through the continental divide, and extends twenty-eight miles from the Chicago River to the Desplaines at Lockport, Illinois. The canal reverses the natural flow of the Chicago River and carries its water-laden sewage away from Lake Michigan."

The decision of the Court will necessitate a change in sewage-disposal methods in the sanitary district, observes the Chicago *Journal*, that will cost upward of $200,000,000. But the decision is so drawn that the Secretary of War may, at his discretion, permit the district to continue to withdraw from Lake Michigan the present volume of water until it can solve its problem in some other way. Said Justice Holmes, in his opinion accompanying the decision, the first Supreme Court ruling in sixteen years:

"This is not a controversy between equals. The United States is asserting its sovereign power to regulate commerce and to control the navigable waters within its jurisdiction. It has a standing in this suit not only to remove obstruction to interstate and foreign commerce, the main ground, but also to carry out treaty obligations to a foreign Power bordering upon some of the lakes concerned, and it may be also on the footing of an ultimate sovereign interest in the lakes."

A brief summary of the sixteen-year legal war resulting in the Supreme Court decision is thus given by the Chicago *Journal*:

"Litigation over the sanitary canal originated in March, 1908, and has been before the courts constantly ever since. Finally the Government won a complete victory in the Federal District Court in Chicago in June, 1923, the sanitary district being enjoined from withdrawing from Lake Michigan water in excess of the amount authorized by the Secretary of War. The injunction, however, was suspended during appeal. When it was found that in excess of 10,000 cubic feet a second was being diverted, proceedings were instituted by the Federal Government asking that the sanitary district be restrained.

"Missouri, Tennessee and Louisiana, the Mississippi Valley Association, and commercial, manufacturing and other industrial organizations in those States were permitted by the Supreme Court to support the sanitary district in its position.

"Any substantial diminution in the flow from Lake Michigan, they asserted, would materially impair navigation on the Mississippi.

"The Federal Government refused to compromise, and insisted that the lake levels should be preserved by making the injunction permanent. In this position it was joined by Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania, Wisconsin and the Lake Carriers' Association.

"Insisting that the waters of the Great Lakes belonged to them, these States declared the United States had no proprietary right to them, and could not lawfully authorize diversion without their consent. Congress, they said, had jurisdiction over the Great Lakes only to the extent of regulating commerce upon them between the States and between the States and foreign nations.

"The Lake Carriers' Association protested against the effect of what it termed the excessive diversion upon 106 harbors in the Great Lakes States and 50 in Canada. It contended that the navigability of the Lakes had also been materially affected, and that there had been a substantial decrease in the tonnage capacity of lake carriers due to the reduction of depth in the navigable channels."

On the other hand, Capt. Daniel Buie, writing in *The Outlook*, maintains that the lowering of the lake-level is not due to the drainage canal so much as to the widening and deepening of the channels from Lake Huron to Lake Erie. Another factor, thinks Captain Buie, who has been navigating the Great Lakes since 1866, is the decreased inflow into the lakes, due to deforestation

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in Michigan, Wisconsin, and Canada. As for the sweeping decision of the Supreme Court, this is "painful, but scarcely surprizing" to the Chicago *Daily News*, which is of the opinion that—

"The sanitary district is entitled to sympathetic treatment from the Federal Government because it has done nothing and planned nothing that is in the least detrimental to the ultimate interests of any State or community, or the interests of the nation as a whole."

To the Chicago *Evening Post:*

"The chief result of the Supreme Court's decision in sustaining the position of the Federal Government on the issue between it and the sanitary district is to lift the question of Chicago's drainage out of the costly field of litigation and transfer it to the field of constructive enterprise.

"That is in many ways a gain, rather than a loss. Our regret is that so much has been expended already upon futile litigation.

"The city's case is a strong one. No person will deny that the sudden reduction of flow would create a health menace which would send the typhoid death-rate back to its 1891 maximum of 174 per 100,000 inhabitants.

"A second point on behalf of the city is that while the drainage canal is now admitted to have a lowering effect on the lake levels, there are other improvements which are proving even more dangerous in this direction.

"If a restriction is to be placed eventually upon the Chicago use of water for sewage purposes because it lowers the lake levels and damages navigation, the same sort of a check should be placed on these other outlets, irrespective of their use."

Photograph by Paul Thompson — JONATHAN M. DAVIS

Photograph by Underwood & Underwood — RUSSELL DAVIS

"I HAVE COMMITTED NO CRIME"

Says Gov. Jonathan M. Davis, here shown with his son Russell. They are both under arrest on the charge of taking money for the issuance of pardons.

Arrayed against Chicago and Chicago newspapers, on the other hand, are every State fronting on any of the Great Lakes and every Canadian Province east of Manitoba, as was revealed in the Foreign Department of THE DIGEST last week. In the opinion of the Buffalo *Express*, "the right of Congress or of the War Department to permit this diversion of water is very doubtful, for the lakes are international waters, and Canada is deeply aroused over the turning of their waters into the Mississippi." Nevertheless, declares the Cleveland *News*, "instead of complying with the law, Chicago persists in trying to establish a Lakes-to-the-Gulf waterway by maintaining before Congress that a diversion of water is needed for navigation purposes." But such a swift current in a canal of this sort is itself a bar to navigation, points out the Detroit *News*, or, as the Buffalo *Express* puts it: "Chicago can not have the swift flow from Lake Michigan for power development and navigation, too. She might just as well admit that it is neither sewage disposal nor navigation which she is seeking, but a power grab." In the opinion of another Great Lakes paper, the Cleveland *Times-Commercial*, "Chicago has bluffed long enough. It is threatening the harbor levels of every port from Duluth to Buffalo." "The country needs to be on guard against Chicago's sob stuff," warns the Cleveland *Plain Dealer:* "she is entitled to no sympathy."

WHAT'S WRONG WITH OUR GOVERNORS?

MOLLY DAVIS WIPED HER EYES with her apron. "There has been nothing but trouble since I came to Topeka," she said. "I never did like it, then came this—." The day before, her husband, under arrest for bribery, was in the middle of his farewell speech as Governor of Kansas when he turned to his successor to say with breaking voice, "I hope that your administration will be a happier one than mine." Whether or not Jonathan M. Davis is guilty of the precise charges which have been made against him, "he may as well make up his mind," says the St. Louis *Post-Dispatch* in the neighboring State of Missouri, "that there is no more room for him in public life in Kansas." And this is said of the third Democrat to be elected Governor of Kansas, a man who figured in the last Democratic convention, at one time polling twenty-two votes for the Presidential nomination. But as our papers see it, the tragedy that has come into this Governor's life, and the sensation that exploded in Kansas at the end of his term of office, are less important than the discouraging frequency of such scandals. Governor Davis, remarks the Dayton *Journal*, "has simply contributed one more blot to the dingy trail that runs across the record of State Governors." The Ogden *Standard-Examiner* regrets "that our national and State governments are being lowered in tone." "The frequency with which men in high office are charged with and convicted of corruption is not a healthy sign in this country," according to the Charleston *Gazette*, which fears that if we have many more repetitions of such scandals, public confidence in our Government will be seriously undermined. The charges against Governor Davis, whether true or not, contends the Minneapolis *Star*, "will only serve to strengthen the opinion shared by a great proportion of our citizens that money talks, yes, even shrieks, to a great many of our politicians in a most convincing manner." These too-frequent scandals, agrees the Omaha *World-Herald*, confirm "a prevalent but wholly erroneous impression of public men and public office," for "the truth is, as well-informed students of public affairs know, that with few exceptions our public men are at least 'money honest.'" A roll-call of Governors who have been, as one editor puts it, "well, unlucky," would include "the names of Ferguson of Texas, Small of Illinois, Walton of Oklahoma, and now Davis of Kansas." According to the Minneapolis *Journal:*

"Ferguson and Walton were impeached and removed from office. Small was tried and acquitted on a criminal charge of withholding State money when he was State treasurer, and is now being sued civilly for the recovery of a large sum of money alleged by the prosecution to belong of right to the State. McCray is serving in Atlanta Federal prison, having been convicted on a charge of using the United States mails to defraud. Davis

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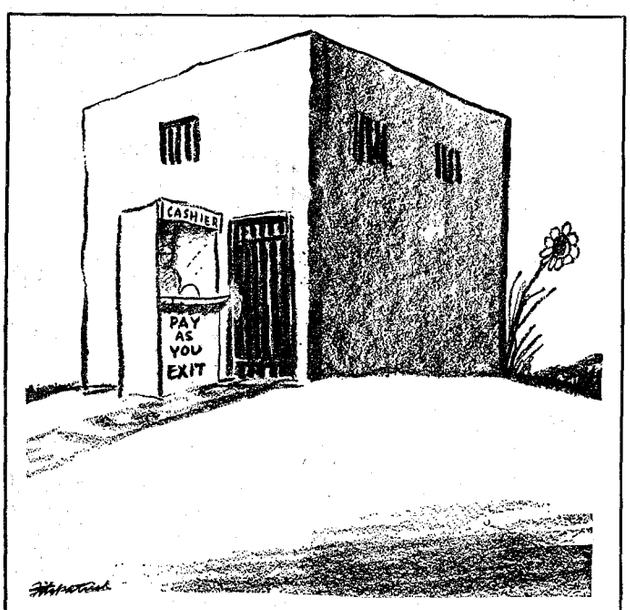
of Kansas has just been arrested on a charge of being associated with his son in accepting a bribe for a pardon."

Governor Davis, who was defeated for reelection last November, returned to the newspaper headlines toward the end of his term by his dismissal of the Chancellor of Kansas State University, who has since been restored to office. About this time, according to the St. Louis *Globe-Democrat*, the Kansas papers were full of talk about the Governor's abuse of the pardoning power:

"*The Smith County Pioneer* declared that the parole of ex-Preacher Shulz, convicted of grave wrongs toward a young girl



KANSAS JAIL

—Fitzpatrick in the St. Louis *Post-Dispatch*.

of his congregation, was decided on despite petitions of protest signed by hundreds of citizens of that county. The Coffeyville *Journal* declared that the release of Dr. Nixon, convicted of one of the 'most atrocious murders in Kansas history,' and of bank robber Poffenberger, 'constitutes a travesty on justice.' 'The people will observe,' the Hutchinson *Herald* found, 'that the criminals released by the Governor's orders are those with political pull and financial resources.'"

Then, on January 9, the Governor's son, Russell, was trapt in a hotel room, and caught by newspaper men in the act of accepting $1,250 for securing a pardon for a paroled convict. On the 12th, just two hours before the end of his term, the Governor and his son were arrested on the charge of "conspiracy and accepting a bribe." The Governor protested his innocence, declared that the whole thing was a "frame-up," insisted that all his pardons had been honestly and rightfully granted, and called for a complete investigation. In a dispatch from Topeka to the New York *World*, it is reported that while his political enemies speak of Governor Davis as "a common grafter who must go to prison," his friends reply that he was "an honest executive, a simple man whose heart beats for those who suffer, and is ever ready to forgive a misstep and lend a hand toward a new start." "If this sad affair is a political frame-up, as Davis stoutly declares it to be, the framers certainly left nothing undone to humiliate their victim," observes the Wichita *Eagle* in Kansas. But other Kansas papers join in denouncing Mr. Davis. "Nothing has happened in the official life of Kansas in decades," says the Wichita *Beacon*, owned by Governor Davis's predecessor, Henry J. Allen, "which has given the people such a disagreeable shock—such a shiver of cold disgust. It has humiliated the entire State. Added to a period of painfully cheap politics, it is the crowning act." The Topeka *Capital*, owned by still another former Governor, Senator Capper, speaks of Governor Davis's public humiliation as the fitting end of "a discreditable record."

Outside the State some papers enlarge upon the turpitude of the Governor, the sordidness of the offenses with which he is charged, and the disgrace to the State; others point out that these charges need to be proved, and that Kansas politics are so involved and bitter that the Governor may well be "the victim of a shameful political conspiracy."

But, after all, observes the Minneapolis *Tribune*, "it is the old story, versions of which have appeared in many other States, of what is widely considered a flagrant abuse of the parole and pardoning power." State records, we read, in a Topeka dispatch to the New York *World*, "show that Davis pardoned or paroled an average of two convicts a week in the two years he served as Executive. The total was 219." And it is noted that "convicts turned out were serving time for almost every conceivable offense on the criminal calendar." The Kansas scandal, says the New York *Herald Tribune*, reopens "an old sore in American administration of justice":

"It is extremely difficult under our legal system, which gives so much advantage to the defendant, to put lawbreakers in jail. Under our pardon and parole systems it is very difficult to keep them there. Plenty of people are always willing to engage to get a criminal out. Too often political influence secures pardons. And there are cases in which the operations of the pardoning machine suggest a lively commercial market.

"The pardoning power is subject to all sorts of indirect and subtle manipulation intended to checkmate justice."

Giving supreme authority over pardons to the Executive seems "both incongruous and destructive of respect for legal processes" to the Birmingham *Age-Herald*, which continues:

"It is true that most States have a pardons board which passes on applications for pardons and paroles; but it is equally true that the Governor may refuse the paroles and pardons recommended, or may arbitrarily grant those denied, by the pardons board. The Governor should have extraordinary powers for the stay of executions, pending inquiries or new trials, for an execution is so final that there would be no other way at times to avoid injustice. But it seems that full pardons, especially for major crimes, is a responsibility that should be vested in no one man. Indeed, it would be far more just for such cases to be referred to a prescribed court of review. It would save the public from being exposed to the release of many a confirmed criminal, or habitual lawbreaker.

"The parole system is somewhat different, for it is not an absolute nullification of sentence, and the sentence may be reinstated in lieu of good behavior during the parole period. It stimulates law observance. Pardons usually have the reverse effect unless there is definite reason to the contrary in specific cases. But even a parole should be in the nature of reward for reform already begun, rather than purely and strictly experimental. It should be granted in accordance with some definite principle, and not as the result of special pleading in private on behalf of the prisoner.

"The whole situation requires revision in many States."

In recent years, says the Minneapolis *Journal*, "the pardon and its offspring the parole and the indeterminate sentence have become instruments for the defeat rather than the safeguarding of justice." And the suggestion is made that "the trouble lies in the absence of any definite agency whose business it is to see that a criminal is kept in prison once he is sent there." Returning to Kansas for a final comment, we note the Wichita *Eagle* remarking that "executive clemency is as old as civilization; civilization should not part with it lightly, but civilization will throw it over if it continues to be constantly abused as it has been." And *The Eagle* goes on:

"The sooner the people take hold of the pardon abuse with real seriousness in the United States and in the several States the better. The whole pardon system is out of gear."

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THE PRESIDENT VS. THE LANDLORDS

THE MOST VITAL CRISIS that ever confronted Washington, in the opinion of District of Columbia real-estate dealers, at any rate, is now facing the property owners there. The "menace" is permanent rent legislation. President Coolidge proposes "the destruction of property rights and the sacredness of contracts," as they put it in half-page advertisements in Washington newspapers. "The real-estate men would not have been surprized if Senator La Follette, for instance, had tried to regulate rents," writes Henry Suydam, Washington correspondent of the Brooklyn *Eagle*, "but it is just too much, coming from President Coolidge." Landlords from other States already are rushing to Washington to protest against rent legislation at the Capital, in the fear that many of the people in their States will demand similar legislation, points out the New York *Bulletin*.

Most of the government workers in Washington, we are told, are tenants. And the rents of many apartments of the better class, according to the public hearings in Washington by the House and Senate Committees on the District of Columbia, have been increased 100 per cent. since 1915. President Coolidge "saw that higher rents would mean an increased cost of living, and that, in turn, would call for higher salaries and a big dent in his economy program," writes Clinton W. Gilbert, Washington correspondent of the New York *Evening Post*. The President believes, according to one correspondent, that if the Government is to get efficient service from its employees, it must see that they live in fair circumstances at moderate cost. As Mark Sullivan explains in the New York *Herald Tribune:*

"The President knows that government employees work for very low salaries, and that if the rents of their homes are raised their salaries will have to be raised, and ultimately the cost of government will go up through the artificial inflation of real-estate valuations in Washington. He thinks the Government should have the power to regulate such matters in these few square miles set aside as the area of the Government's operations.

WARNING AND APPEAL

Property Owners and Business Men

YOU ARE FACING THE MOST VITAL CRISIS THAT EVER CONFRONTED WASHINGTON

PERMANENT RENT LEGISLATION

This legislation means the destruction of property rights and sacredness of contracts.

Read the proposed bills presented to Congress. They authorize in part the following:

Five unqualified persons to fix the value of your real estate.

This same group can override a definite and legal contract between you and your tenant.

You have absolutely no say as to who shall occupy your property or what rent they shall pay.

You must render such service and make such repairs as this arbitrary body may see fit to order.

You will be put to extraordinary expense, lose much valuable time and suffer much inconvenience in meeting the requirements that this autocratic body may impose.

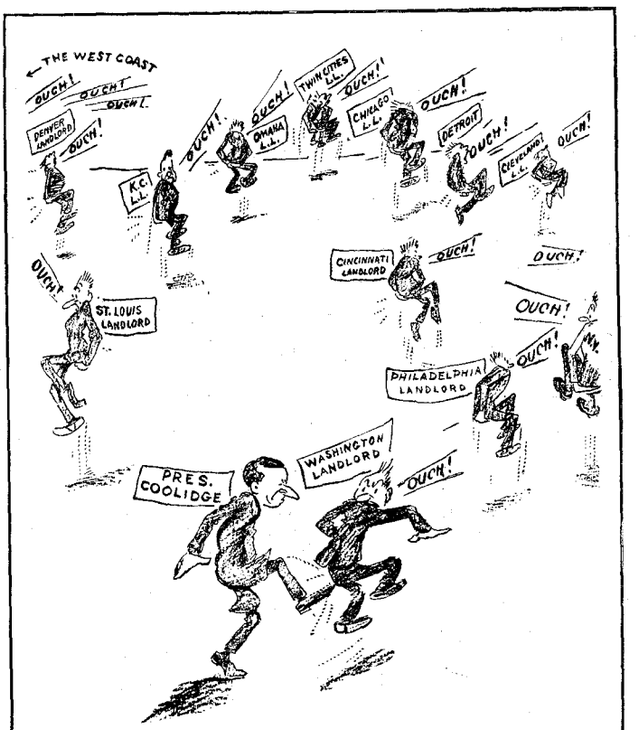
TO THE PROPERTY OWNERS this is a matter of immediate importance, as it will result in the loss of your constitutional rights of private ownership of property.

TO THE BUSINESS MEN it is important for the reason that it is an opening wedge to force on the Nation's Capital regulation and control of all business.

This is just the sort of legislation against which millions of voters registered their opposition in the November election.

WASHINGTON REAL ESTATE BOARD

PART OF THE ADVERTISEMENT IN WASHINGTON PAPERS



THE KICK VICARIOUS

—Spencer in the Omaha *World-Herald.*

"During the war the sudden bringing of tens of thousands of additional government employees to Washington created a famine in housing and, in some cases, a conscienceless raising of rents. To meet that emergency President Wilson recommended, and Congress passed, an act modeled after the Interstate Commerce Commission's power to fix railroad rates.

"The original rent act was sustained by the Supreme Court on the ground that there was a war-time emergency. After the war the local housing shortage continued. Congress twice renewed the Act. This peace-time Act is now pending before the Supreme Court for decision. The Act expires next May, and the new and permanent act now proposed is the one that has caused the excitement. The new act differs from the preceding one chiefly in the mere fact that the Government's right to regulate rents is rested on the general police power of the Government instead of on a war emergency."

The proposed rent-control bill for the District of Columbia, which was drawn by Richard S. Whaley, Chairman of the Rent Commission, at the request of President Coolidge, and introduced into both the Senate and House, reads in part as follows:

"The provisions of this Act are made necessary by reason of rental conditions in the District of Columbia, which are dangerous to the public health, comfort, morals, peace and welfare, and burdensome to other persons whose activities are essential to the maintenance and comfort of such officers and employees, thereby embarrassing the Federal Government in the transaction of the public business.

"Therefore all buildings in the District of Columbia, rented or to be rented for dwelling purposes, are hereby declared to be clothed with a public interest."

In the opinion of Robert T. Small, of the Consolidated Press Association, this measure, if enacted into law and upheld by the Supreme Court, would for all time give a commission the power to tell a landlord exactly what rent he may and may not charge a tenant for a dwelling or apartment.

"There is a housing problem and also a price-fixing problem to be solved," points out the Washington *Star*. The editor of this paper can recall few legislative propositions during the last decade that have affected more vitally the physical well-being, the personal, property, and constitutional rights of Washingtonians. "If the ugly spirit of greed insists upon control, then

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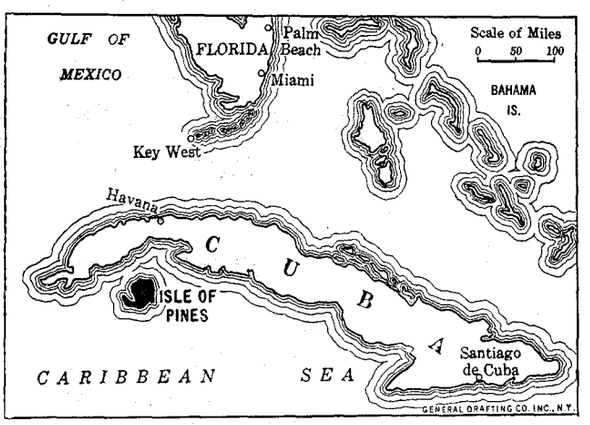
Congress ought to intervene," thinks the Columbus *Ohio State Journal*, while the whole matter is thus summed up in the Washington *Post:*

"Entirely apart from all its other phases and bearings, the plan for rent-control in Washington affords an instructive and timely illustration of the legitimate police power of the Federal Government. We have heard a great deal about the police powers of the States. But precisely the same police powers which the States have within their own limits the Federal Government has within the limits of the District of Columbia.

"It is the Government that has the first right here, and its interests are to be first considered as paramount to all others."

On the other hand, reports the Washington correspondent of *The Wall Street Journal*, "there are angles other than the local one." One real-estate dealer maintains that "nothing could be more communistic or dangerous than this legislation; it is a



CUBA AND THE ISLE OF PINES

Showing the location of the little island (about the size of Rhode Island) the status of which is being discust in the Senate.

menace that deserves the attention of the whole country." Numerous State legislatures are meeting this winter, it is pointed out; in some of them a bill similar to the Whaley bill may be introduced. Most of the contentions of the real-estate dealers and newspaper editors who look with disfavor upon the latest attempt to control rents in Washington, however, are based upon the unprecedented action of the President. As the National Association of Real Estate Boards, at the annual convention in Dallas, Texas, put it:

"President Coolidge is proposing to force the owners of real estate in Washington to subsidize the government employees. This is carrying the program of government economy too far, and is introducing a false economic policy which, sooner or later, will result disastrously."

The District of Columbia Bankers' Association also says:

"We believe the enactment of the proposed law will defeat the very end its proponents seek. The result will be, naturally, the cessation of a building-development movement."

"Regulation of rents is surely not in line with Mr. Coolidge's clearly exprest views against attempts to interfere with the law of supply and demand," remarks the Chicago *Journal of Commerce*. Continues this business daily:

"What the government employee in Washington is entitled to is a wage equal to what he would get for similar work in the same city in private life. The Government's need for economy is pressing, but it does not call for underpayment of employees. If a government employee stands on the same salary footing with an employee of a private firm who performs the same service, he manifestly deserves no more help as to rent than that other employee deserves. In different words, he deserves no more help than any citizen of Washington, New York, Chicago or San Francisco."

WHOSE ISLAND?

A LITTLE ISLAND which sent us 229,621 cases of grapefruit last year is the occasion of serious debate in the Senate, its status being the next subject for discussion after Muscle Shoals. Ever since the Spanish War the ownership of the Isle of Pines, fifty miles off the southern coast of Cuba, has been awaiting official settlement. A treaty signed by John Hay twenty years ago, admitting Cuba's claim to the island, still awaits ratification by the United States Senate, and with the exception of the Hearst papers, our press generally hope that the Senate will ratify it this time. The difference of opinion over the island is due to the fact that it was not specifically mentioned in the treaty by which Spain gave up Cuba and ceded to us the other Spanish islands in the West Indies. Therefore, say Senators Borah, Copeland, Ralston, and the editors of the Hearst papers, the island belongs to the United States. On the other hand, a writer in *The Independent* notes that according to such authorities as the late President Harding, Secretary Hughes, Elihu Root, and John Hay, the "entity 'Cuba' consists not only of the large island known by that name but also the thousand and one smaller islands that fringe the coasts of Cuba at greater or less distances from the mainland (and separated from the mainland by shoal water) of which the Isle of Pines is one. This view is in accord with a recognized principle of international law." All the time the treaty ratification has been in abeyance the Cuban Government has been left in the exercise of *de facto* jurisdiction over the island.

Our formal relinquishment of the island, according to Senator William E. Borah, who opposes it, would do a great injustice to the 700 Americans who live on the island, and to these and some hundreds of other non-resident Americans who own about 90 per cent. of the land, and who have raised fruit and developed the island's resources—people "who rely and who had a right to rely on the supposition that the island belonged to us." These people, we read in the New York *Times*, regard the island as "a mislaid possession of the United States." While the official ownership of the island was still uncertain, ten thousand Americans acquired 90 per cent. of the property of the island, "believing that it belonged to the United States," and, continues the New York *American*:

"If it is true to American interests, true to the spirit of the treaty which ended the war with Spain, true to those Americans who now own nine-tenths of its property, and last, and most important, true to the safety of the Panama Canal, the Senate will reject the pending Cuban Treaty and negotiate another which shall vest in the United States forever the ownership of this most valuable possession which is ours already by every principle of law and justice."

Senator Copeland (Dem., New York) agrees that Cuba has no good claim to ownership of the island, and that it is of great strategic importance to the United States, and he suggests that in arranging for its retention we may make some sort of monetary payment to Cuba, perhaps to reimburse her for taking care of the island during these years.

On the other hand, we find Senator Medill McCormick (Rep., Illinois) declaring that not to ratify the Treaty would be everywhere construed as "a callous indifference on our part to the rights of a sister republic unable to assert those rights against the mighty colossus of the North." The Senator asserts that the Treaty would have been ratified twenty years ago if "a handful of land speculators had not bought for a pittance vast tracts of land in the Isle of Pines and sold them in small parcels at fat profits to good people in almost every quarter of the United States." President Coolidge, we are informed, considers Cuba's right to the island beyond dispute. He hopes that the Treaty will be ratified, and he has made it known that even in the failure of ratification "the island would continue to be administered by Cuba as it has been for twenty-three years past."

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FITNESS OF THE NEW ATTORNEY-GENERAL

A COMPLETE OVERHAULING of the Government's system of dealing with Prohibition enforcement is expected to follow Charles Beecher Warren's advent as Attorney-General of the United States, according to the Washington correspondent of the New York *World*. For President Coolidge is believed to be planning drastic changes that will virtually put this task under the Department of Justice. The plan, it is said, is to have one Federal Prohibition Director in each judicial district work in conjunction with district attorneys. Hearings and legal action would thus be had in the usual way before the courts. instead of largely in the office of the State directors, as at present.

By appointing Attorney-General Stone to the Supreme Court and filling his place with Mr. Warren, Mr. Coolidge has shown an appreciation of the fact that "there is nothing like quick action for forestalling the counter-maneuvering of others with Cabinet ambitions," remarks the St. Louis *Star*. Coming upon the heels of the resignation of Mr. Hughes, the shifting of Ambassadors Kellogg and Houghton, and other changes in the President's official family, it is an illustration, to the Birmingham *News*, of the fact that "the President is seeking to obtain the best brains to carry on the work of the next Administration."

While Mr. Coolidge may have forestalled the maneuverings of ambitious politicians, and stunted the political growth of much Cabinet timber in his recent appointment, we are reminded by Jay G. Hayden, Washington correspondent of the Detroit *News*, that there were maneuverings from another quarter—the candidate's home State. According to this correspondent:

"Mr. Warren's appointment was strongly opposed by virtually all members of the Republican organization in Michigan, who favored Governor Groesbeck for the place. In fact, it is doubtful if ever before a member of the Cabinet has been named in the face of such political opposition in his home State.

"At this time there are a great number of pending vacancies in Federal judgeships and district attorneyships which must be dealt with by the new Attorney-General. One of the most difficult tasks Mr. Warren will face is to iron out the differences existing between the President and Republican Senators over these appointments. It is rumored also that Mr. Warren will be called upon to lead in an effort to reorganize the Republican party in Michigan in support of the President.

"The Attorney-Generalship at this time is considered one of the most important posts in the Cabinet, due to the great increase in work of the Department of Justice brought about by adoption of the Eighteenth Amendment and the Volstead Law, and the admitted disorganization of the Department. Mr. Stone has undertaken the task of reorganization, but his tenure of office was too brief to permit of any far-reaching accomplishments."

In view of the importance of the Attorney-General's position in the Cabinet, particularly at this time, Mr. Hayden further informs us that—

"Mr. Warren has been chiefly known in Detroit as a business lawyer and as president of the Michigan Sugar Company, which he organized. He is 54 years old, having been born at Bay City, April 10, 1870.

"Mr. Warren acted as counsel for the United States before the joint high commission to determine the Bering Sea claims dispute between the United States and Great Britain in 1896, and represented the United States in the arbitration of the North Atlantic fisheries dispute with Great Britain before the Hague Tribunal in 1910.

"Mr. Warren first figured prominently in politics as manager of the pre-convention candidacy of President William H. Taft in 1912. His bitter opposition to Col. Theodore Roosevelt at that time was productive of some of the feeling which was evidenced in opposition to his present appointment. He was elected Republican National Committeeman for the State in that year, and held the office until 1920.

"He served as a Lieutenant-Colonel in the Judge Advocate-General's office during the war, having to do principally with the administration of the draft law. He later served for a short time as adviser to the American peace delegation at Paris. He was appointed Ambassador to Japan by President Harding in June, 1921, resigning that office in March, 1923. He was appointed also by President Harding as a high commissioner to act with John Barton Payne, former member of the Wilson Cabinet, in adjusting affairs with Mexico. The success of this mission in bringing about a resumption of diplomatic relations with Mexico led to the appointment of Warren as Ambassador to that country, which position he held until last July.

"Mr. Warren returned from Mexico City to take the position of Chairman of the Committee on Resolutions of the Republican Convention at Cleveland last June."

In the opinion of the Philadelphia *Bulletin*, "Mr. Warren will add strength to an already strong Cabinet." "His diplomatic

THE SILENT MEDIUM

—Page in the Louisville *Courier-Journal*.

background, and particularly his knowledge of Japan and Mexico, makes him an asset to the country as a Cabinet officer," thinks the Montgomery *Advertiser*. The New York *Herald Tribune* likewise has confidence in Mr. Warren's capacity to fill his new post "with courage and distinction." At 54 "he is in his prime," points out the San Franciso *Bulletin*, and in this and other respects the St. Joseph *News-Press* likens him to Harlan F. Stone, whom he succeeds as Attorney-General. His "tact and good judgment" is praised by one of the South's well-known Democratic newspapers, the Atlanta *Constitution*, and by the Springfield *Republican*. "The President," we are reminded by the South Bend *Tribune*, "is held responsible for his official acts and the results of his Administration; therefore he should not be criticized or restricted in choosing his aids." As the El Paso *Times* remarks:

"Objections to the appointments of Attorney-General Stone to the Supreme Court and of Charles Beecher Warren to the Attorney-Generalship on the score of their former legal services to corporations, represent a type of petty politics and wealth-baiting which is old in American history, but which is nevertheless a constant threat to the efficiency of the public service.

"Both men are chosen for positions requiring the highest legal talent available in the nation. Both men easily outrank the average legal talent that has been preferred by past Presidents for their offices.

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"That ought to end the matter. But the objection is raised that Mr. Stone has served with a brother-in-law of J. P. Morgan during one of his brief periods of private practise, and that Mr. Warren has served the 'sugar trust.' Doubtless both charges are easily substantiated so far as the facts are concerned.

"But what of it? No man possessing the legal ability of Mr. Warren or Mr. Stone is likely to go through his professional life without being retained at the generous market value of his services by large corporations. But at the same time no man of the character of Mr. Stone or Mr. Warren would be capable of, or even likely to be asked to perform, services which were not entirely honorable to him personally and professionally."

Apparently these objections failed to impress the Senate Judiciary Committee, for it reported unanimously in favor of the former Attorney-General. Of his successor, the Detroit *Free Press* observes:

"The fact that Mr. Coolidge has chosen Mr. Warren is a proof that the Chief Executive is alert to the vital importance of a capable administration of the Department of Justice, and has decided that the head of that department must be something more than a mere prosecuting attorney.

"Mr. Warren has a brilliant record for successful and notable service in situations requiring discretion, tact, judgment and firmness. He has proven himself an able diplomat. He is experienced in business as well as versed in law."

Of Mr. Stone, who left a law practise worth $100,000 a year to accept a $12,000 Cabinet position, and who now goes on the Supreme Court bench at $14,500 a year, the Tacoma *Ledger* says:

"Harlan F. Stone is one of the really great lawyers of the country and, during his short term of service in the Cabinet of President Coolidge, he demonstrated qualities that have proven him emphatically the man for the place. That the same qualities will make him a valuable member of the Supreme Court, no one can doubt.

"Charles B. Warren, who is slated to succeed to the office of Attorney-General, is a worthy successor to Stone."

"DARN THESE NEW-FANGLED DOORS!"

—James in the St. Louis *Star*.

On the other hand, the St. Louis *Post-Dispatch* considers the appointment of Mr. Warren "distinctly disappointing; he is not to be compared with his predecessor. Mr. Warren has no great reputation as a lawyer, but has a reputation as a trust promoter. He was one of Havemeyer's agents in the Sugar Trust." "He is best known as a dominant force in the beet-sugar business, which has a large stake in national politics," points out the Baltimore *Sun*, and the Lincoln (Nebr.) *State Journal*, published in a beet-sugar State, reminds us that—

"The sugar tariff is now before the President with recommendations by the Tariff Commission for a reduction. The sugar industry is centralized, and so is subject to question as to its conformity to the anti-trust laws.

"This is the one question-mark to put after Mr. Warren's appointment as Attorney-General. He will be under special observation because of his sugar interests, as Secretary Mellon is by reason of his aluminum connections."

Another unfriendly paper in the new Attorney-General's home town, the Detroit *News*, asks this question: "Why was Warren appointed?" And it replies:

"Because he is a 'go-getter'; probably the ablest since Mark Hanna. His appointment means that President Coolidge is to be a candidate for another term. Letting Hughes, the idealist, go and taking on Warren, the go-getter, may not harmonize with the figure many of us have painted in our imagination as that of the present occupant of the White House, but undoubtedly it is practical politics as that term is understood by a certain potent school of political practise."

The Newark *News* criticizes the Coolidge Administration for not keeping Mr. Stone as Attorney-General, and asks: "If he is being eased out of the Cabinet, is it to make room for some one who will play the game more to the President's liking?" "The Attorney-General is relieved of his position just as several important cases are called for trial, and at the beginning of an investigation of the Federal penitentiaries," points out the Nashville *Tennessean*. From the Washington correspondent of the New York *Commercial*, however, we learn that Washington representatives of large corporations and associations believe Mr. Stone was transferred from the Cabinet to the Supreme Court because "his activity in the Department of Justice promised to become embarrassing to the Administration." Continues this correspondent:

"Mr. Stone has reorganized his department for the purpose of resuscitating and enforcing various Federal statutes, among which is the Sherman Act.

"President Coolidge, it is believed, does not desire either to plunge the Government into extensive anti-trust litigation nor arouse the antagonism of business. The retirement of Justice McKenna has given the President an opportunity which he has been quick to seize.

"By elevating Mr. Stone to a woolsack on the supreme tribunal, Mr. Coolidge has protected business from disturbing litigation or the threat of such litigation, has saved the Administration from the charge that it has betrayed the confidence of business, and at the same time has extended the *amende honorable* to an old friend."

One way of interpreting the appointment of Mr. Warren is thus given by an experienced political observer in Washington, Frank R. Kent, of the Baltimore *Sun:*

"Mr. Coolidge is a strong man and intends to dominate his Cabinet, as did Wilson and Roosevelt, instead of having it dominate him. He does not want men around him who inspire intellectual awe. He is a leader, not a follower, and prefers Cabinet members who will carry out orders instead of giving them. He intends himself to be the big man of this Administration; not some one in his Cabinet."

"Mr. Coolidge intends to have a Government of his own," is the way the New York *Journal of Commerce* phrases it.

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TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

THE unread breed the Red.—*Columbia Record.*

LAME ducks, like chickens, come home to roost.—*Arkansas Gazette.*

IT pays to be square. Look at the cross-word puzzle.—*Birmingham News.*

WHEAT passes $2, and it's no trouble to say it with flours.—*Wall Street Journal.*

OUR idea of a cinch job is being mouthpiece for President Coolidge.—*Arkansas Gazette.*

BLACKSTONE said that law is common sense. Then no wonder we can't enforce it.—*Nashville Banner.*

THE Legislature is considering a State gas tax. Can the Legislature tax itself?—*New York Herald Tribune.*

—"THE population will be ten times as dense in 2025." How wildcat stocks will sell then!—*Baltimore Sun.*

WON'T European nations always be eager to fight if they can do so on a charge account?—*Wall Street Journal.*

THE new Secretary of State isn't worrying over establishing relations with Russia, but with Borah.—*Wichita Eagle.*

SUITS with two pairs of trousers are in demand. We wish they would throw in an extra coat and vest too.—*Columbia Record.*

THE Einstein theory as to bent light-rays has been proven. It isn't the first instance of crooked work in the light business. — *Los Angeles Express.*

A TEXAS surgeon recently amputated a leg by the light of his automobile. Some more reckless motorists have done it without lights.—*Dallas News.*

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THE DAILY GRIND IN WASHINGTON

—Darling in the New York *Tribune.*

INSTEAD of seeking to insure the country's safety with guns of longer range, we might try insuring it with statesmen of larger caliber.—*Norfolk Virginian-Pilot.*

WHEN Mr. Voliva claims the world is flat, it is barely possible he has merely been studying the recent European debt discussion.—*Detroit News.*

EVENTUALLY, however, when all our present population become office-holders, we shall have to admit more immigrants to pay the salaries.—*Columbia Record.*

"PAAVO NURMI," says a sport item, "is a medical freak. He has a heart only about half the size of an ordinary human." He must be.—*St. Paul Pioneer Press.*

MR. EPSTEIN, the sculptor, is reported to have denied that he suggested doing a bust of Mr. Ramsay MacDonald. So there must be some other reason for the ex-Premier's trip to Jamaica.—*Punch.*

THE probabilities are that the well-meaning old coots who cheerily inform us every few minutes that hard work never kills never worked very hard themselves and never intend to.—*Ohio State Journal.*

Now that chlorin gas is said to be a cure for colds, the Germans, following Krupps' claim for royalties on our shell fuses, may any day now send us a bill for medical attention to our troops during the war.—*Punch.*

ARGUS was ideally equipped for the pedestrian life.—*Columbia Record.*

THE trouble with the last word in fashion is that it is not.—*Arkansas Gazette.*

RUSSIA'S "red" night will end only with the rising of her sons.—*Wall Street Journal.*

"WHEAT touches $2"—*Headline.* The bakers will now touch 110,000,000.—*Norfolk Virginian-Pilot.*

WOMEN are steadily growing more beautiful, says an eminent English painter. Why not? They've been steadily trying to for several thousand years.—*New York Evening World.*

SKYSCRAPERS are still being urged for London, and indeed the sky needs them badly enough.—*Punch.*

ABOUT the only strange belief man hasn't outgrown is the one that he is a wonder.—*Associated Editors (Chicago.)*

WE can get along very well without elevating our navy guns if Congress will only elevate its sights.—*Omaha Bee.*

MARBLE head of Cæsar has been found under the Hudson River. Mystery is, who spilled the bean?—*Brooklyn Eagle.*

IT is reported that a man found a pearl in an oyster-bar in Madrid. We wish the young couple every success.—*Punch.*

THE Middle West may have produced some first-rate novelists, but it seems to be having a little trouble with Governors.—*New York Evening World.*

WHAT this country could do with nicely is a little less paternalism in government and a little more in homes.—*Detroit News.*

PRESIDENT COOLIDGE has accepted a present of a pair of skiis. He wouldn't take those skids we Democrats offered him last November.—*Arkansas Gazette.*

REPORTS that civil war has been resumed in China suggest that perhaps it has stopt raining over there.—*Birmingham Age-Herald.*

THERE can be no question that prohibition is a success when a dry agent whose salary was $2,400 saved $38,000 a year.—*Columbia Record.*

BEVERAGES containing more than ½ of 1 per cent. alcohol will be sold as long as we do not have 99½ per cent. law enforcement.—*Norfolk Virginian-Pilot.*

HENRY FORD, having purchased an antique stagecoach, now invests in an ancient hansom cab. He must be gathering a family tree for Lizzie.—*New York Herald Tribune.*

THAT there is not much honor among thieves is shown by the persistency with which the bandits continue to hold up filling stations and taxicab drivers.—*Southern Lumberman.*

THE biscuits mother made are often eulogized, but it should not be overlooked the dough father made was worth something like 50 cents on the dollar more than ours.—*Detroit News.*

HERE'S a scientist announcing that a by-product of whale oil is a wonderful brain stimulant. If it acted on the whales that way, there wouldn't be any whale oil available.—*Cleveland Plain Dealer.*

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FOREIGN - COMMENT

MUSSOLINI UNDER FOREIGN FIRE

SIGNS OF A BREAK-UP of the Fascist régime had been seen on the political horizon for weeks, we are told, and dozens of foreign correspondents rushed to Italy to be on hand to describe the wreckage of the Mussolini Government. But contrary to all expectations, we read in Rome press dispatches that the Chamber of Deputies adopted Mussolini's Electoral Reform Bill by 268 votes to 19, and gave a vote of confidence to the Premier. It appears that the Chamber eliminated from the bill the provision for plural voting, and Mussolini is said to have consented to this because several Fascist deputies, representing workingmen's constituencies, maintained this provision would have the effect of reducing the suffrage powers of their voters. Meanwhile Mussolini's success in Italy does not save him from severe criticism in other countries, and a characteristic specimen of such criticism is found in the London *New Statesman*, which says:

A FRENCH VIEW

MUSSOLINI: "My! How big he's grown during the past year!"

—*Le Petit Provençal* (Marseilles).

"Lenin, however much one may dislike his principles or abhor his methods, made a real revolution and laid the foundations of a new order in Russia. Mussolini made a surface revolution and has, so far as we can observe, laid nothing at all in Italy save a road for the return of what he set out to banish forever. We are not, as we need scarcely say, arguing for Bolshevism, either in theory or in practise; still less are we suggesting that the problems confronting Russia and Italy after the war were identical. All that we are asserting is this: that a revolutionary who sets himself up as a tyrant must justify the value of the revolution and the tyranny, and must prove his own title to greatness, by a constructive policy and constructive measures. Tinkering with electoral laws, creating party militias, cudgeling political opponents and confiscating newspapers—these may be considered necessary, if not altogether nice, measures; but nobody can call them constructive. We look in vain for any great improvement in the life of the people for which Mussolini can claim credit. We find him in 1925 the same intelligent, courageous, remarkable and unoriginal revolutionary that he was in 1914. Then he was an internationalist, a Socialist, and a direct-actionist. Now he is a nationalist, an anti-Socialist and a direct-actionist. His change of party has brought him to power, his personality has enabled him to keep a hold on his power for a year or two; but his intellectual weakness—his inability to see beyond direct-action—will bring him down in the end."

This London weekly goes on to remark that Italy by her circumstances is in the position to exercise a profound and salutary influence in continental politics. She might be a far greater Power than she is, it adds, and "it is because we want her to be so that we want to see a greater man at her head."

Abroad. as well as at home, Mussolini is "merely remarkable," and we read:

"There is a more or less authenticated story that Lord Curzon was discovered one day deeply absorbed in the Lion House at the Zoo. On being asked what he was doing there, 'I am practising the appropriate expression to wear,' he said, 'at my forthcoming meeting with Signor Mussolini.' We need not labor the moral. The dictator's way, we are happy to think, has its comic as well as its tragic side. But it is a way which from any point of view does small credit to a civilized nation in the twentieth century."

A correspondent of the London *Times* observes that after two years of government, the Fascist régime has not, as its leaders optimistically hoped, succeeded in pointing out a new road to salvation for post-war Europe to follow, nor has it, as its opponents confidently foretold, fallen before a violent Socialist and democratic reaction against its principles and system. To understand the present position of Fascism and form some idea of its probable future, says this informant, it is important to pass in review the life and character of the man who invented it and has never ceased to be its moving spirit, and we read:

"Born in the Romagna, the center of Italian social unrest, Signor Mussolini became accustomed from his earliest childhood to revolution and political agitation. His father was a local leader of the discontented, and under his tuition Signor Mussolini began life as a Socialist and Republican. Had it not been for his mother and grandmother, two devout women, who insisted upon the young Benito receiving an education at the hands of the Salesian Fathers, the future 'savior of Italy' might never have escaped from his surroundings, and as a leader of local demonstrations might have spent his life in alternating periods of imprisonment and agitation.

"Soon after leaving college, Mussolini was earning his living as a manual laborer in Switzerland, where, in spite of his abject poverty, he managed, with a notable tenacity, to continue his education. No less notable, however, was his persistence in agitation. He was expelled from each canton in turn for his revolutionary activities, and for the same reason he was forced, in 1909, to leave Austria."

In 1912, it is recalled, Mussolini became director of the Socialist newspaper *Avanti* and remained upon its staff until 1914. He is said to have been, during this period, "a Socialist politician, and not a Socialist economist." He did not believe in the education and organization of the working classes, we are told, but in direct-action and revolution, and this correspondent continues:

"It is usually supposed that the outbreak of war produced a miraculous change in his views, but this is an error. At first he

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was, with the rest of his party, a violent neutralist. Not until the late autumn of 1914 did he give his first public proof of any change of policy—namely the publication on November 15 of the first number of the *Popolo d'Italia*, advocating immediate intervention on the side of the Allies. This sudden *volte face*, the reason for which has never been satisfactorily explained, resulted in Signor Mussolini's expulsion from the Socialist party, an insult which he seems never to have forgotten nor forgiven.

"While he himself was fighting, his newspaper continued to support the war, and to advocate loyalty to the Allies, and by the time the Armistice was signed its columns presented a curious phenomenon. Socialist ideas are still greatly in evidence, but simultaneously with them the doctrines of nationalism also make their appearance. While loath to give up his original views, Signor Mussolini had, in fact, realized that the future of Italy lay in the hands of the ex-Service men and that these would never follow the international ideals of pure Socialism. Bolshevism, he saw, could never succeed in Italy, so, turning in the opposite direction, he founded in March, 1919, the Fasci Italiani di Combattimento, 'for the vindication of the victory, the rights of ex-Service men, and the liberty of the world.'"

P. & A. photograph

KEEPING THE PEACE IN ITALY

Italian bicycle troops parading over Rome, cheered as a symbol of Mussolini's mailed fist.

Mussolini was now on a path which was ultimately to lead him to the revolution for which, in spite of his change of political color, he still longed and this informant adds that he had arrived at the critical moment, a man of action not too idealistic to be practical, sufficiently modern to appeal to the mass of Italians who were tired of the vacillations of professional politicians, and not too advanced to be incomprehensible to most of his countrymen. Mussolini is said to have sought and obtained support from men of all classes and parties, and it is further related that:

"He now definitely abjured Socialism, and, opposing to it a more organized violence than it could dispose of, helped finally to lay the already fading specter of Bolshevism. The gratitude which he earned from the majority of Italians for this did more than anything else to make possible his rise to power, and his amazing insight into the psychology of the Italian people has done more than anything else to keep him there.

"His character is full of the same strange contradictions as his life. A man of high moral integrity, he has shown himself to be surrounded by speculators at least as unscrupulous as any that have sullied the fame of Italian political life in the past. Nobody who has ever shaken hands with Signor Mussolini can fail to have felt the extraordinary magnetism of his personality, a magnetism which dominates and leads a crowd, but in the exercise of which the possessor often seems to lose control over himself.

"He has been compared to Atlas, Jupiter Tonans, Hercules, Julius Cæsar, Septimus Severus, Verres, Cromwell, and Napoleon. Such comparisons do not help us to fix him in the hierarchy of Italian great men. In his own words, he is *Il Duce che procede non segue*. He is certainly following nothing, but we must still ask whither is he leading? An answer to this question can not be found in his life or his words."

P. & A. photograph

A DEMONSTRATION IN FAVOR OF MUSSOLINI

"He has been compared to Atlas, Jupiter Tonans, Hercules, Julius Cæsar, Cromwell, and Napoleon."

A stout defense of Mussolini and his policies was uttered by Prince Don Gelasio Caetani, retiring Ambassador from Italy, in a speech at a farewell luncheon given to him by the Italian Chamber of Commerce of New York. As reported in the New York *Times*, Mr. Caetani said on the subject of Mussolini's anti-secret society program that "Whereas in the United States it (the Free Masons) is a high-minded organization with noble objectives, in Italy it has degenerated into a secret political society, having for its aim the protection of the pork barrel and the destruction of religion and of the Church." Referring to Mussolini's treatment of the press, the ambassador said the Fascist Government was "obliged to act harshly against certain papers that by spreading false and seditious news were putting in danger the peace and the economic prosperity of the country."

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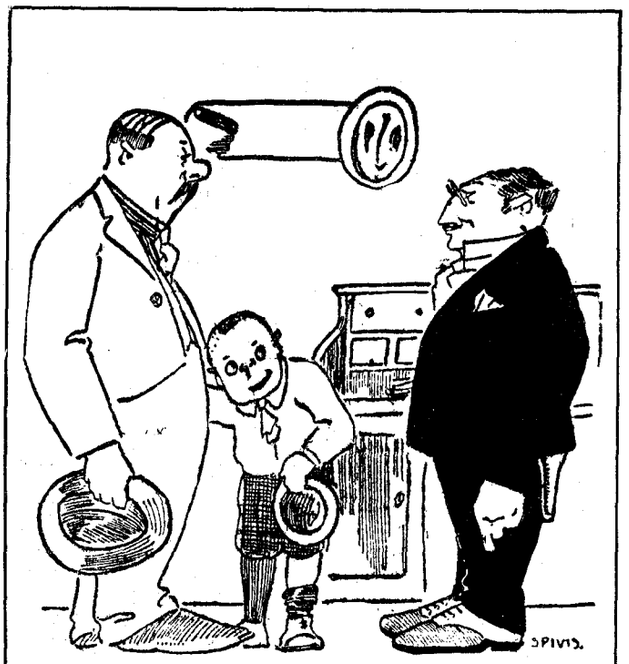
CALLES OUT TO REFORM MEXICO

RADICAL REFORMS IN MEXICO are augured by some editors of the country from the first revelations of the policy of President Calles. Not the least interesting fact noted in this reform period, we are told, is the fight that has been started on the subject of Prohibition between the Mexican drys and wets. Some critics impute political motives to the advocacy of dry legislative measures in various States of Mexico, because President Calles is an avowed dry, and we are told that during his term as Governor of Sonora, he promulgated a decree enforcing a dry law and punishing bootlegging with death. The Prohibition campaign now on is of course being conducted in the individual States. The rich and important State of San Luis Potosi is already dry, and its Governor, Aurelio Manrique, is said to compare it proudly to Kansas as the first dry unit in Mexico. Among other States reported as showing indications that they may follow the example of San Luis Potosi are Oaxaca, Yucatan and Sonora. Meanwhile it is interesting to note that Mexican press opinion is not unanimous on the advisability of establishing Prohibition after the manner of the United States. Many editors advocate the gradual abolition of strong drink by the substitution of wines and beer. The Mexico City *Democrata* maintains that Prohibition in the United States is a failure, and declares that the abstinence advocated by Governor Manrique is unacceptable to the people of Mexico. The Mexico City *Excelsior* observes:



MEXICAN SATIRE

"Could you get an easy government job for my son, Mr. Congressman?"

"Is he intelligent?"

"Do you think that if he were intelligent I would try to get him a government job?"

—*El Universal* (Mexico City).

"The ideal way to fight alcoholism would be to open a park, a stadium or a school right in front of a tavern. This, however, is utopian. The rational way to fight alcoholism is to fight bad alcohol, and favor the consumption of beverages containing a moderate percentage of alcohol. This would be far more effective than to enact draconian measures requiring armies of police for enforcement. Simple local or municipal ordinances permitting the sale of non-intoxicating drinks, such as beer and wines, in groceries, ice-cream parlors, cafés, and similar establishments, under a nominal tax, while the strong drinks would be heavily taxed, would go far toward the ultimate goal of moderate Prohibition. We must strive to create beer-halls as in Germany, or cafés as in France or Spain, where people gather to enjoy good music and agreeable refreshments in congenial surroundings."

Labor's interest in Prohibition in Mexico is said to be evidenced in a resolution adopted at the late convention of the Mexican Federation of Labor, in which it was urged upon Mexican State Legislatures that they should:

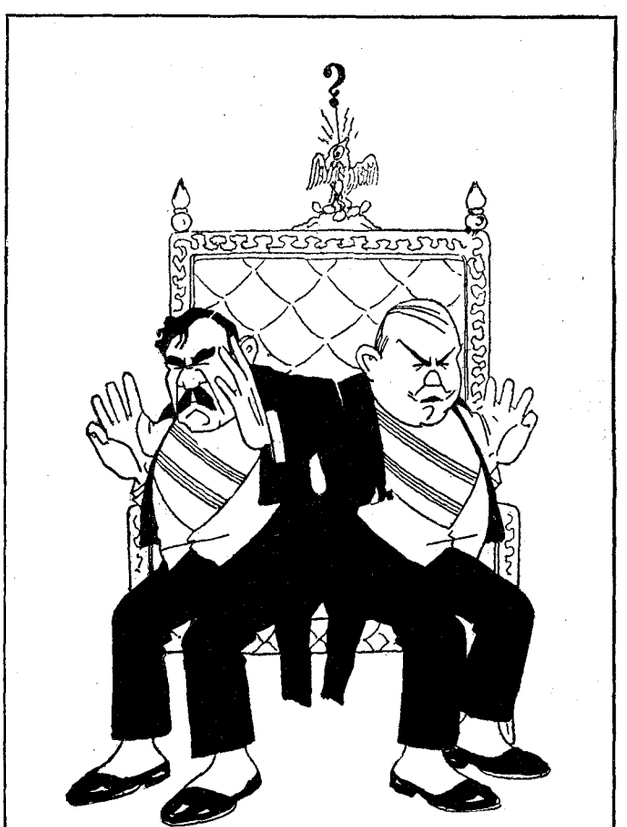
"1. Adopt a law closing all saloons and stores selling alcohol at retail, and permitting the sale for only three years of not more than 18 per cent. alcohol in sealed bottles.

"2. Abolish the liquor traffic after three years.

"3. Forbid foreigners to engage in the liquor traffic in Mexico.

"4. Make instruction on the effects of alcoholism compulsory in all Mexican schools."

Skeptics on the subject are the Mexico City *Omega* and the Jalisco *Informador*, which assert that Mexico can never be made completely dry, and therefore should be content with a temperance program of moderation. These newspapers hold that too severe restrictions in the matter of drink would be considered by the Mexicans as an offense to their personal liberty. Meanwhile the leading Mexican organs note that the Prohibition problem is being tackled vigorously just as President Calles is strongly pushing his plan of economic and political reform. The Mexico City *Universal* speaks of his achievements during the first days of his tenure as "the miracle of a fortnight." The remark is the more notable for the fact that this journal has hitherto been lukewarm in its comments on the Labor Government, but now it says enthusiastically:



THE SIAMESE TWINS OF MEXICO

General Obregon and President Calles.

—*Omega* (Mexico City).

"President Calles's New Year speech asks Mexico to be calm, patient, and to have faith. His drastic steps on the very day he assumed office are sufficient to warm the heart of every Mexican. He set his finger on the two sore spots of Mexican public life:

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curtailment of expenditures and increase in income. His forceful ways have taken the country by storm. If he adheres to his program, his administration will be just what Mexico needs. We shall indeed be calm, patient, and shall keep faith. We owe it to an Executive who makes such a conspicuous display of two great attributes—sincerity and common sense."

Another opponent of the present government, the *Omega*, declares unreservedly that President Calles is making "a splendid début," and it adds:

"Let him pursue his plans, carry out his own ideas. Let him break the countless chieftains that have usurped legal authority in many a State. Let him raise an iron hand against the eternal enemies of peace and progress, and he shall have indeed merited the esteem of all Mexico."

To those who ask what President Calles has done to merit such praise from his habitual opponents, his admirers reply that from the day he took office things began to look dark for the host of government parasites living on the fat of the land. Thousands of useless employees were immediately discharged, it is said, the Army was reduced, sinecures were abolished, pensions cut, tax-collection enforced, and honesty reestablished everywhere. Severe measures are said to have been taken against the Agrarians who do not cultivate the soil given to them as the result of the partition of the land. In Vera Cruz order was reestablished, we are told, to supplant the caricature of a Soviet which has held Federal and State authorities in check for the past three years. Agitators and extremists were notified throughout the country that President Calles would not tolerate any attack on the Government or insult to the Army, and it is claimed that for the first time in fourteen years Mexico breathes at ease. Says the *Excelsior:*

"The number of government employees had increased sixfold in the past fourteen years. Their discharge was a boon to the country. Mexico needs workers. Let all these useless hands go back where they belong, to the soil, to the factory, to commerce. Being a Mexican does not give anybody the right to live at the Treasury's expense. Our youth should be made to realize that to seek a public post involves the admission of being an incompetent."

Altho Mexico defaulted on the interest and sinking-fund of the external debt, as arranged by the Lamont-de la Huerta agreement, we are told that she was not declared a defaulter, and this is taken as an indication of an early resumption of payments. The budget approved by President Calles for the year 1925 allots $42,000,000 for this purpose. The budget is said to balance for the first time in many years and also to show a small surplus. It is reported, too, that Mr. Calles is opposed to new loans, and believes that Mexico can and must live within her resources, and that no loan is needed to rehabilitate the country's finances. Works requiring vast capital will be undertaken gradually as was done in the West of the United States in the early eighties, according to this daily, which adds:

"At last our public men realize that only a scientific distribution of waters can solve our permanent drought. Let it be known that only 10 per cent. of Mexico territory can be cultivated without irrigation, that 20 per cent. can be improved through irrigation, and that 70 per cent. is totally unproductive and can not be irrigated. We must follow Utah's example and develop an irrigation system little by little. Actual work and cooperation rather than large investments will do the trick. Capital, besides, would be impossible to find nowadays."

WHY THINGS ARE BETTER IN RUSSIA

RAPTUROUS SCREEDS about the improvement of conditions in Russia during the past two years, it is said, completely ignore the fact that brighter days began only after the Bolsheviks had abandoned the great bulk of their Communist experiments. When the "new economic policy," which in reality was only a partial reversion to the old pre-Bolshevik one, was first adopted, remarks the Berlin correspondent of the London *Daily Telegraph*, the Bolsheviks made the claim that this was done only to have a better starting-point from which to advance toward the economic millennium. Long before his death, we are told, Lenin declared in one of his speeches that "strategic retreat" was at an end, and a forward movement was about to begin. Since then his words have frequently been echoed by his disciples, according to this informant, who assures us that nevertheless the Bolsheviks have continued to surrender ground. Lately, it is related, the official press in Russia announced some slight political concessions to the peasants, who it is asserted, "are not and can not be Communists." It appears also that according to official journals in Moscow there is to be a further extension of the new economic policy. This correspondent writes further:

A CANADIAN THRUST

"Russia continues to enjoy the results of Soviet Freedom."

—*The Daily Star* (Montreal).

"One of the acutest grievances of the peasants has been the inaccessible prices of articles made in the model State factories, so much admired by the British trade-union delegates. The famine in manufactures is now to be met by allowing an increase in the import of such wares 'as in consequence of the lack of money Soviet industry can not produce.' At the same time it is intended to grant to foreigners further industrial concessions in Russia."

According to the Moscow correspondent of the *Berliner Tageblatt*, Russian industry, as at present conducted, could not satisfy the country's needs for small motors, chemicals and microscopes. He tells us also that during the past year hardly a single important concession was granted to foreigners, but now there is plainly a readiness to procure foreign capital in greater measure for the reconstruction of Soviet Russia. To this German journalist "it appears that the Russian economic pendulum, which during the past years flew far to the left, is now swinging

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back again," and he hopes this change will benefit his own country.

Further, he relates that of the £40,000,000 sterling allotted last year by the Soviet Government for payment for imports, £17,000,000 was spent on raw materials which Germany could not supply. An additional big amount is to be spent, we are told, on such commodities as grain, meat, sugar, and leather, of which in the old pre-Bolshevik days Russia was a large exporter. This informant also calls attention to the fact that the chances of exporting to Russia are impaired by the many protectionist import duties which "struck precisely Germany's industrial specialties."

In the matter of the Russian railways, the Moscow correspondent of the *Vossiche Zeitung* relates that the carrying capacity of the railways system is still only one-half of what it was before the war, and that the transport program for the current year provides for the moving of only 47 per cent. of the quantity dealt with in 1913. Of the lines in use, only 25 per cent. have double tracks, he writes, and adds that during the past two years the railways' rates were so high as to "restrict passenger and freight traffic." Nevertheless, they are said to have incurred a deficit of £25,000,000 sterling. But it is pointed out in this connection that, according to Bolshevik figures, the civil war in Russia caused the destruction of 14,000 miles of track, 3,700 bridges, and corresponding quantities of other railway equipment.

MOROCCO A DANGER-SPOT TO EUROPE

THE SPARK WHICH FIRED the train that blew up Europe in the Great War, it is remembered, was struck in the Balkans, but according to a British naval officer of note, the train itself was laid in Morocco. He maintains that many people support this contention, arguing that after the Agadir incident and the Algeciras Conference, Germany began to complete her preparations for war. A supposed settlement was made at Algeciras, but it has proved to be no solution, according to this officer, Lieutenant-Commander the Hon. J. M. Kenworthy, R.N., M.P., who writes in the London *Outlook* that the reason no settlement was reached is because of the fighting prowess and passion for freedom of a group of tribes known as the Riffs, living in the mountains of the northwest corner of Morocco. He tells us then:

"For two thousand years these mountaineers have maintained their independence against all comers. They are one of the most ancient races in Africa, and have an undoubted title to their lands. Without being consulted, their territory was handed over to Spain by being included in her sphere of influence.

"The Riffs never accepted the overlordship of Spain. But they were divided into warring tribes at perpetual feud, one with an other. It was easy for Spain either to play off one chieftain against the other, or to attack each tribe separately and conquer its territory. Then a strong Riff patriot arose in the person of Abd-el-Krim, who has succeeded in welding the tribes together into the beginnings of a nation, and instilling into them a self-sacrificing spirit of patriotism."

This informant goes on to say that Morocco is France's great field for economic expansion and an invaluable recruiting ground for Moorish soldiers "to whom she looks to make up the numbers of her waning male population against the ever-increasing numbers of Germany." The Spanish zone has long been a thorn in France's side, it is maintained, for it is the only non-French territory, with the exception of Tangier, in all Northern Africa, from the Atlantic to Tripoli. Furthermore, he argues, if France could possess the shores forming the southern entrance to the Mediterranean, it would increase her strategical power against all countries with Mediterranean interests, and Italy and England in particular. This British naval commander also thinks:

"There must be a demand among the forward school of French Imperialists for an occupation of the evacuated Spanish territory by French forces. The arguments to England and Italy will be that all three are great Moslem Powers, that an independent Riff Republic would be a bad example to their own Moslem subjects, and that it is necessary for all Imperialist Powers to keep in step and to put down such rebellions.

"Furthermore, the Riff country is rich in minerals, and there are undoubted signs of oil deposits. And France is notoriously short of oil-bearing lands.

"England may be tempted to take the French view and to acquiesce in Abd-el-Krim and his Riff patriots being made an example of. But this would be a shortsighted policy. Our action would be liable to distortion in Moslem India, and, in fact, throughout the Moslem world, and it must never be forgotten that our position in India is largely dependent on our being on good terms with our ninety millions of Moslem fellow-subjects. And Moslem susceptibilities are very tender at the present time. Furthermore, for three hundred years we have endeavored to preserve our highway to the East through the Mediterranean. To-day this is of greater importance than ever. There are valuable strategical ports on the Riff coast in the Spanish zone, and it was largely English action that enabled Spain to maintain her claim to this sphere of influence. Again, the Riffs were friendly to us in the war, and performed valuable, tho largely unnoticed, services when things looked black fo[r] the British Empire. We have no right to forget these services no[w]"

The next point to which this naval authority calls attention is that the port of Tangier is of great strategical importance, and second only to Gibraltar in the control of the western entrance of the Mediterranean. He recalls that Tangier was Britain's first footing in the Mediterranean, and for many years a British port. To-day, he says, Britain is content with its internationalization, but this internationalization must be "real and effective," and he proceeds:

"French policy has been directed toward the gradual absorption of Tangier into French Morocco. This both England and Italy, for the same reason—namely, the objection to seeing another great naval Power installed at the entrance to the Mediterranean—have always resisted. Recent events may be expected to stimulate French endeavors toward obtaining a greater control of Tangier. The situation is complicated by the rising of the Anjera tribe in Spanish Morocco. Their territory reaches right up to the boundary of the Tangier international zone. So nervous is Italy on this question that it is stated that Italian carabiniers have been smuggled into Tangier in various guises, and are waiting to play their part in the defense of that city, should military action become necessary. British policy is perfectly clear here. It is to preserve the *status quo* and to strengthen, if anything, the international character of the administration of Tangier and its enclave of territory.

"It would be in the best interests of all concerned if Tangier were placed under the control of the League of Nations."

In discussing the freedom of the Straits of Gibraltar, this writer is moved to ask, what is the position of Britain at Gibraltar. To be exact, he maintains, the position is "purely a sentimental one." Every school child has been taught for generations that Gibraltar is impregnable, and the great symbol of British power, but as a matter of fact, he tells us, it is nothing of the kind, and adds:

"The dockyard, on the west side of the rock, is commanded not only by heavy artillery from the mountain range surrounding the Bay of Gibraltar, but even by modern field-gun fire. Against a hostile Spain the dockyard at Gibraltar would be useless unless the whole perimeter of hills surrounding it were held by at least two and a half divisions of British troops. On the other hand, to Spain, Gibraltar is a symbol of national humiliation. Relations between Great Britain and Spain can never be perfect while we hold the Rock. Now it has been suggested from time to time that we should hand back Gibraltar to Spain in exchange for Ceuta in Spanish Morocco. This city is healthy, has a good harbor which could be very much improved at a moderate cost, and is capable of being made practically impregnable. We have always got on well with the Moors, and we could come to terms with them by guaranteeing their independence against all comers. A valuable trade could be developed through Ceuta with the Moroccan hinterland, and, strategically speaking, we would be in a stronger position than we are in at present in Gibraltar."

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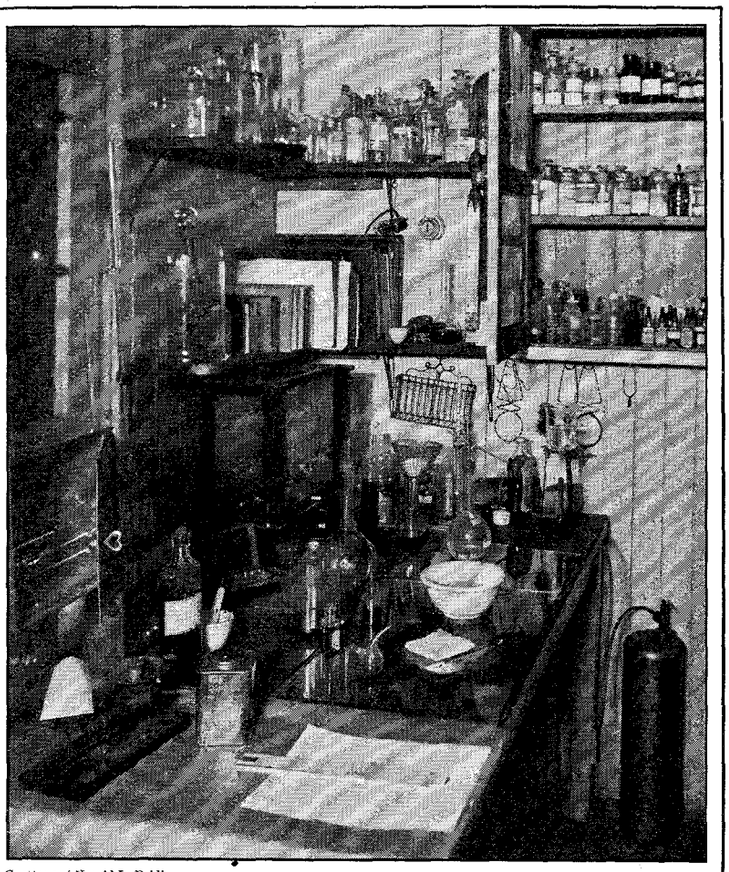
SCIENCE AND INVENTION

NOW COMES THE "CERTIFIED LAUNDRY"

"CERTIFIED MILK" IS FAMILIAR TO ALL. The processes of production have been inspected and studied by competent, scientific experts, who stamp their approval on every bottle. The laundry will soon follow suit. There is no reason why we should not be assured that its processes and the cleansing materials that it uses have been chemically tested and certified to be harmless to the delicate fabrics with which it deals. There is at least one "certified laundry" in the United States already, we learn from *The National Laundry Journal* (Chicago). It is in Northampton, Massachusetts, famous as the home of Calvin Coolidge and as the site of Smith College. Harold L. Belding, a combination of laundry owner and chemist, is its proprietor. Some time ago, the writer tells us, publicity was given in Massachusetts to a statement that strong acids and chemicals were used in laundries. It was made by an Englishman speaking in defense of English cotton goods, and his assertion aroused the ire of Mr. Belding, who asked Prof. Lewis B. Allyn, chemist and health expert, to make an analysis of the processes at the Belding Laundry. He informed the Beldings that he would let them know in a few days whether he could do the work. But before any further word was received, however:



Courtesy of Harold L. Belding

A LAUNDRY LABORATORY

This is the place in the "certified laundry" where all the washing materials are analyzed, and where clothing is tested for patrons, to show whether it is adulterated or inferior, and to prove that it is not being harmed by the laundry.

"A gentleman drove up to the door armed with several bottles and labels. He went at once to the washroom and took samples of waters, soaps, chemicals, and everything in the line of supplies in sight, while the washman hurried off to find one of the proprietors to see who the uninvited and unaccompanied guest might be. By the time H. L. Belding reached the washroom the man had his samples complete It was Professor Allyn.

"'I am gathering samples for analysis,' he said. 'I decided to do the work you asked, but I wanted the samples before I made my decision known to you. I have already sent four lots of goods to your plant and have had them returned and analyzed, but I sent them through some friends of mine and not under my own name. You probably thought I had forgotten your request but I am already at work on it.'

"An exhaustive report on the work of the laundry, its processes, sanitary conditions, employees, and everything connected with it, was made by Professor Allyn, and the laundry was 'certified' as to all conditions and processes, the same as milk is now certified as to purity and conditions under which it is produced.

"Harold L. Belding has grown up in the business which for years laundered the collars of President Coolidge when he was a practising attorney in Northampton. He realized that chemistry was an important feature in the industry, so for two years he took an intensive course at college in chemistry, specializing in those agents which are of greatest value to the laundry industry.

"The laundry has eliminated its collar and shirt business, and now specializes in soft-dry and damp-wash work.

"The entire plant is arranged to expeditiously handle this work. One man operates a unit and turns over 13,000 pounds of clothes per week. Each man in charge of a unit does the washing, loading and unloading and extracting without a helper.

"So quickly is work handled that washings collected early Monday morning are completed and ready for delivery Monday at noon, while morning collections are washed and delivered during the afternoons of the same day in nearby territory, and the following morning in more distant territory, a forty-eight hour service from the time of collection to actual delivery being guaranteed. Development of a parcel-post business to keep the plant at capacity during the dull season is now under way."

Following is the report of Professor Allyn, who is director of the Testing and Research Laboratories of Westfield, Massachusetts:

"We are, herewith, submitting a report covering the conditions, materials used, and processes employed in laundering clothing sent to your Northampton plant.

"Scope of the Examination. To ascertain whether processes employed, or materials used in the Belding Laundry, are injurious to clothing or fabrics sent thereto.

"Processes. The writer personally inspected the premises of the Belding Laundry and observed the process to which clothing and fabrics were subjected.

"The clothing received from individual families is properly identified by a unique checking system, placed in separate nets, and washed in appropriate compartments in rotary washing-machines of the cylinder type. The clothes are not pulled nor rubbed. The soapy water, and later the various rinse waters, are forced through the fabrics, effecting a very thorough removal of dirt.

"The machines are so constructed that there are no sharp

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corners or projections upon which there is a possibility of tearing the fabrics. A series of clocks and dials are used to control the washing and rinsing processes. Scientific care is exercised in the thorough removal of dirt.

"In some instances, goods are received at this laundry that are not only badly soiled, but are also much worn, frayed and tender, and not infrequently new material of inferior quality is submitted for the cleansing process. The tenderness is due in some instances to overbleaching, the use of improper dyes, adulterated goods, or substitution.

"The long, unsupported threads or 'floats,' as they are called, in the design occurring in tablecloths are sometimes very difficult to launder. All pieces out of the ordinary character receive special and separate treatment.

"It is, perhaps, needless to say that the different varieties of goods are subjected to different cleansing processes. The process, which applies to linen and cotton, does not necessarily apply to wool and silk. Thick, heavy blankets, for example, are processed in a little different manner than are curtains. Each variety of textile has its specialized method of treatment.

"The process of cleansing woolens not only quickly removes the soil from the material, but leaves them practically unshrunken, and of a soft, fluffy appearance.

"Goods which show a nap are so treated that the original nap is soft and prominent, and not matted nor felted, as is often the case in the home laundries.

"A centrifugal machine, or extractor, is used to remove the excess water from the clothing. These machines are far more gentle in their action than is the ordinary rubber-rolled wringer of the home laundry.

"Not only the process of washing, but the process of drying sterilizes the clothing and fabrics, and it is doubtful whether any disease producing bacteria would stand the treatment given in the rotary washing-machine.

"We have submitted goods to this laundry, subjecting them to chemical examination both before and after the washing processes, and in all cases have found them uninjured, well washed, and of excellent appearance.

"A unique feature in connection with this laundry is a laboratory in which experiments are frequently conducted on fabrics and on materials used in the cleansing processes. Classes are also instructed in elementary chemistry and in the principles underlying the scientific laundry. The effect of these instructions is very evident from the superior finish of products and the general interest of the employees in their work.

"The Belding laboratory not only tests clothing for adulteration or inferiority for the benefit of its patrons, but it keeps a careful check on the cleansing agents employed in the laundry processes.

"The soap-powder is of the highest quality and is free from any material injurious to fabrics. Soap is used in the granulated form because of its easy solubility and the fact that it more quickly cleanses the clothing.

"While a strong soap containing a decided excess of soda or other alkali may not harm white cottons or linens, it can not be safely used with silk, wool, or colored fabrics.

"With some classes of fabrics it is necessary to intensify the action of soap by the addition of small quantities of washing soda. Dirt is more quickly removed and with less danger to silk, wool, colored, and delicate fabrics if the soap or washing-powder is thoroughly dissolved in water instead of being rubbed directly on the fabric. Washing soda must not be confounded with caustic soda or with lye, as it is an entirely different chemical compound. Caustic soda is highly injurious to fabrics except in a very dilute state, and then must be removed by thorough and painstaking rinsing.

"For many years no better cleansing or bleaching agent has been found than a high-grade Javelle water properly applied. Javelle water is essentially a solution of calcium or sodium hypochlorite or calcium oxy-chlorid with a small per cent. of free chlorin. In order to become chemically active, a small quantity of 'sour,' as it is technically known, must be added to the water. For this purpose the Belding Laundry uses dilute vegetable acids. The chemical agents employed are thoroughly removed from the fabrics by painstaking rinsing.

"Many of the goods are lightly starched after washing. A small quantity of high-grade starch dressing, or size, as it is sometimes called, is added to the rinse water. This improves the appearance and texture of the goods and tends to render fabric more durable, and in the opinion of many, the fabric shows soil less and keeps fresh longer than without it.

"Starch used in the Belding Laundry is a carefully worked-out combination of wheat and corn starches. They penetrate the fabric and give the garment a new and finished appearance.

"For those fabrics requiring the use of bluing to offset any natural tendency toward a yellow hue, a high-grade soluble blue is used. This was shown to be wholly free from contamination with iron salts. Bluing containing iron is easily decomposed by soap, and if the clothes are not thoroughly rinsed, iron rust stains sometimes appear on them when ironed."

PEEK-A-BOO ISLANDS

AFTER TAKING ALL THE TROUBLE to ascertain the exact position of a new island in the China Sea and mark it on the charts, the hydrographers of the various nations have had to expunge it again, says a writer in the New York *Times*. The ocean bottom, he says, is continually rising and falling, and islands, which are the tops of submarine mountains, frequently appear and disappear. We read of this particular island:

"It was the largest of several thrown up during the recent Japanese earthquake.

"When it was apparently firmly set and vegetation commenced to grow on it, one of the most notorious of the Chinese pirates, known as Mala Dahlak, settled on it with his band of desperadoes, and from there looted ships and other islands round about. Then one day, just when the inhabitants were fearing another attack, they saw that Mala Dahlak and his island had utterly vanished. Subsequent investigation established the fact that where the island stood there is now twenty-five fathoms of water.

"Tho in this instance the coming and going of an island was spectacular, similar occurrences are not so uncommon, considering the world as a whole and thinking in centuries. Many islands reported ages ago are to this day mysteries which, tho it is not considered prudent to erase from the charts, are marked 'position doubtful' or 'existence doubtful.' Some are but little peaks, large enough to wreck a vessel, but not to sustain life, while others are well-established colonies.

"These conditions are especially prevalent in the Pacific Ocean, the whole of which from the Arctic to the Antarctic seems to bear a fantastic nature. What with volcanic islands coming up, sinking down or blowing skyward; with the slow but permanent appearance of coral islands; with gentle zephyrs or tornadoes, and so-called tidal waves, it is always the unexpected which happens on the Pacific.

"In the Atlantic one does not expect these vagaries, yet even there the bottom is heaving up and down. The South Atlantic and its shores are dotted with occasional volcanic peaks whose origins are eons apart. Quite recently word came that a whole area of the sea bottom had risen vertically more than two miles, which, according to most authorities, means a subsidence elsewhere.

"Right down the center of the Atlantic there is a submarine ridge called the Challenger bank. The average depth on it is about 1,700 fathoms, with depths of 3,000 fathoms and upward on either side. On the north end of this plateau are the Azores, and in the South Atlantic the islands of Ascension, St. Helena and Tristan d'Acunha, among others, rise from it.

"The island of Ascension, is of volcanic origin. It is said that the crew of a vessel nearby saw it rise from the sea on Ascension Day, but as a matter of fact it was discovered by the Portuguese navigator, Joao do Nova on Ascension Day, 1501. It is extremely barren and is used as a naval supply station only.

"The rising of a large area of the Atlantic bed, tho the news of it passed almost unnoticed in the press, is one of the most vast and most important of the changes in the earth's surface. It was discovered when the Eastern Cable Company's cable between Cape Town and St. Helena broke some 800 miles north of the Cape.

"The repair ship, instead of finding it at the depth it was laid, in 1899, of 2,700 fathoms, or just over three miles, picked it up only a little more than three-quarters of a mile deep. Therefore the ocean bed must have risen more than two miles within the last twenty-five years.

"The magnitude of this phenomenon and some idea of the enormous pressure within the earth may be realized when one considers that before the rise the sea water would be resting on the bottom with a pressure of a million pounds to the square foot, or about thirteen thousand millions tons to the square mile."

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SHATTERING THE ATOM

CHEMISTS IN VARIOUS PLACES are busy trying to break open the safe that contains the wealth of the world. This safe is the atom. Wealth is the product of work, and work is the application of energy; and the most powerful and concentrated form of energy consists of the balanced forces of positive and negative electrical particles inside the atom. These are most intense in the nucleus of the atom, the sun of the atomic system. The atom of radium is in an unstable state and occasionally throws off a fragment from its nucleus at ten thousand miles a second—twenty thousand times faster than a rifle bullet. Its energy is four hundred million times greater than that of the bullet, mass for mass. Says Dr. Edwin E. Slosson, director of Science Service, in its *Daily Science News Bulletin* (Washington):

"If it were possible to excite a similar instability in the atoms of other elements, we might get enormous streams of energy. Is it possible? Most scientists to-day are disposed to doubt it.

"But at least one reputable electrician, Dr. T. F. Wall, of Sheffield University, England, thinks that it can be done, and he is trying to do it. His apparatus is based upon a simple principle that is familiar to everybody who has played with a coil of wire and a magnet. Sticking the magnet into the coil starts an electric current, that is to say, a stream of electrons, running through the wire, and conversely, running an electric current through the wire will create a magnetic field inside the coil.

"Now the electrons, revolving in their orbits around the nucleus like the current in the coil, must produce a powerful magnetic field. Conversely, we would suppose that if we brought more powerful magnetic forces to bear upon the atom, its electrons would be disturbed in their orbits and perhaps even driven out of the atomic system altogether. If, for instance, a giant star with more gravitational force than our sun should wander into our vicinity, it would create a commotion in our solar system and perhaps a scattering of the planets.

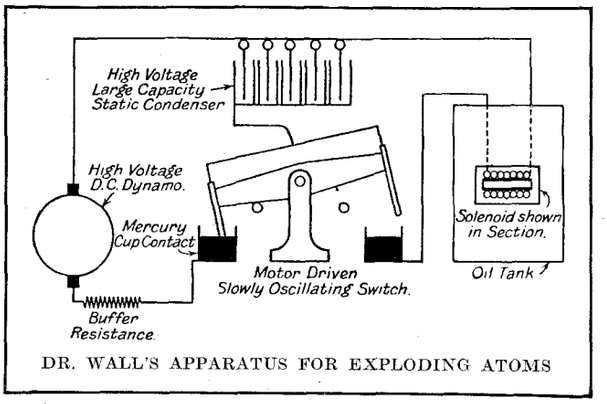
"But the magnetic field inside the atom is vastly more intense than any that has hitherto been produced artificially. How, then, can we hope to upset its equilibrium? But Dr. Wall has the idea that the rapid and rhythmical repetition of even a weaker power may derange the revolutions of the electrons, just as a suspended cannon ball may be set swinging by repeated taps with a light mallet.

"By passing an extremely powerful oscillating current through a coil, he hopes to get a sufficiently intense magnetic field inside the coil to overpower and counteract in some measure the magnetic field inside the atoms. From static condensers of large capacity and high voltage, he obtains a current of 50,000 amperes, but as it runs only a fraction of a second, it does not burn up the wire. With this apparatus he is able to obtain a field amounting to some millions of magnetic units.

Courtesy of Science Service

HE WOULD EXPLODE ATOMS

Dr. Wall of Sheffield University.



DR. WALL'S APPARATUS FOR EXPLODING ATOMS

Dr. Wall is reticent about his results, but is willing to disclose the purpose of his experiment and its possibilities. In the latest number of *Discovery* (London) he says that his ultimate aim is definitely to disturb the atomic structure for the purpose of releasing some or all the latent energy of the atom. Since he has been credited—and discredited—in the press with the design of producing a "death ray," it is well to quote his own words on this point. He says that the energy so released from the interior of atoms "presumably would be in the form of rays of energy of some possibly quite unknown type." The possibility of their use in warfare would be a serious national concern. He adds:

"It is reasonable to suppose that if intense magnetic fields are found capable of releasing the atomic energy, similar magnetic fields may provide the solution for the control and concentration of the released energy in the form of a ray or beam like the beam of a searchlight. Such a ray or beam of energy when directed on any given object would possibly be capable of yielding up its energy in the form of heat, thus superseding the use of coal, oil or other fuel. What, however, is far more probable is that new forms of motors would be developed which would be able to use the energy of the beam directly."

The Bulletin then goes on to say:

"We must admit that Dr. Wall has reason for his surmise that in the present temper of the human race such a new-found force would be first applied to the killing of human beings and the destruction of their property. But other inventions, quite as affrighting at first sight, have in time been tamed and set to the service of man. But it would be premature to worry over its possibilities in warfare or to rejoice over its potentialities in industry until it is proved that such a form of radiant energy can be produced in quantity from the atom, and that it does not require more energy to release it than can be obtained from it."

TO BLOW UP SNOWDRIFTS—Deep snowdrifts in Rocky Mountain roads are to be shattered by high explosives next spring, according to an article in *Colorado Highways*. Says *Public Works* (New York) in an abstract:

"A trial will be made of the use of an explosive for blowing out snowdrifts fifteen to twenty-five feet deep in a Rocky Mountain highway. Incased in a tube of lead, a ribbon of powerful T. N. T., known as a Cordeau fuse, has been stretched along the trail of the Fall River road in the Rocky Mountain National Park west of Loveland. This fuse is buried under snowdrifts ranging from fifteen to twenty-five feet deep on both sides of the Fall River pass, and in the spring the drifts of snow will be blown from the trail by this powerful explosive. This is something new in the work of the park service. Heretofore the snow has been bucked and scraped from the mountain-pass roads each spring. This has been the hardest and most expensive task the park service has had to handle. Cordeau is set off by a blasting cap, so that its entire length explodes at the same instant. Fifty-pound boxes of 20 per cent. dynamite were placed at twenty-foot intervals in one of the worst drift locations along the road. Each box was then opened, a box of Cordeau strung between them, after which they were sealed again. The free end of the Cordeau is securely fastened twenty-five feet high, on a steel snow-gage pole. Each end of the fuse is made watertight. This powder will be left to snow and drift under during the winter, and at the proper time next spring a blasting cap will be inserted in the pole end of the Cordeau and the entire charge detonated at once."

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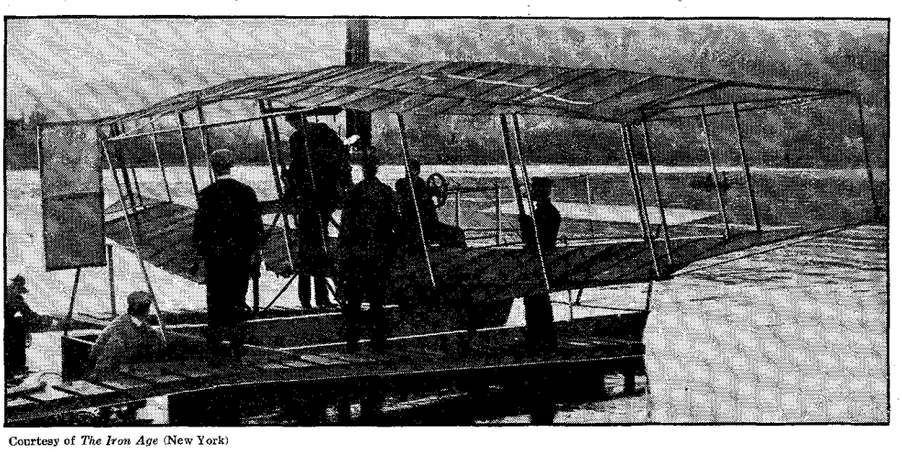
COMING: THE ALL-METAL AIRPLANE

THE airplane is built, in some respects, like a bridge. And just as the wooden bridge is a thing of the past, so the airplane of wood and fabric is about to give way to that of metal, we are told by Lieut. Corley McDarment, assistant to the Chief of the Information Division, in the U. S. War Department, writing in *The Iron Age* (New York). Not long ago, says Lieutenant McDarment, the general public would have thought of an iron airplane in the same category as a stone velocipede. The first airplane designers would have smiled at the possibility of ever using anything except the lightest of wood and thinnest fabric in flying craft. But the trend of engineering has always been toward replacing wood with metal, and the new branch has followed tradition. The use of metal in aircraft is only a natural consequence in the growth of engineering. He goes on:

"If the Great War had lasted longer, metal airplane construction would have been far advanced. When the smoke of battle had cleared away the world learned with amazement that iron-clad monsters of the air were about to be launched. The iron birds were to carry bombs, poison gas, liquid fire and small cannon. The metal construction of the craft was designed to turn aside rifle fire and shrapnel. They were to fly low over the trenches, hostile cities and terminals and work destruction never before realized in either war or peace.



Courtesy of *The Iron Age* (New York)

THE WOODEN AIRPLANE OF YESTERDAY

"The Germans managed to launch a few small experimental machines for combat work and the success was such that an elaborate program was laid out for further development along this line. One of these metal airplanes with thin wings was peppered with 400 bullet holes without greatly destroying its flying ability.

"But the iron airplane designs dropped along with everything else when the war ended. Little was heard of them, especially in America, until one day in 1920 a foreign journal carried the report of a giant metal airplane designed in Germany near the close of the war for a raid on New York! It was to fly non-stop from Berlin.

"It then leaked out that the Germans had advanced far in the use of metals for airplane construction, but that progress was at a standstill. To-day we are facing the all-metal airplane, not only for military use but for commercial purposes. The wood and fabric people are not doing much talking in defense of these materials, probably feeling no defense is necessary—they stand on their own merits.

"But with such advantages as wood and fabric possess the world may be forced to use metal due to wood shortage. The United States uses four times as much wood every year as is being grown. Only the choicest portions of a whole forest can be used as suitable airplane material.

"The matter of inspecting wood leads to one of the chief difficulties in its use. And the variability of wood is well known. It is affected by its age, water-content, grain, rot and even the soil in which it grows. This is not the case with metals. An engineer can tell within about 5 per cent. what a piece of metal will stand if it has been put through a standardization process.

"Aviation is now crying out to science to help solve some of the perplexing problems arising with the greater and more varied use of airplanes—especially in high-speed work. It will take some years yet before the pure art in airplane construction gives way to pure science. But science is taking a big hand in construction.

"It has been this stepping-in of science that has led to greater safety in flying, and to the substitution of metal for wood and fabric in construction. The very first use of the lighter metals came through the desire for lightness in airplane engines. An attempt to squeeze one horse-power into one pound of weight is the immediate object of airplane engine designers. Of course, the next objective will be to get one horse-power out of half a pound of metal. But the use of metals in airplane engine construction is a big field within itself and can not be entered into here. The big problem and the one that may soon revolutionize aeronautical engineering is the use of metals for the airplane alone.

"Metal wings will be the last thing in aircraft design. Metal wings are undoubtedly heavier than those of wood and fabric. They have been used, however, and with good success.

"Metal engine beds and fuselage framework in the form of tubing have definitely come into general use, and now metal spars and ribs have crept into the framework of the wings. These wing members are usually built up on the truss principle, and the skill in making such parts is borrowed from the bridge-builders.

"It has been said that the science of bridge-building has made metal airplanes possible, and that a bridge engineer should make a good aeronautical engineer. Indeed, the engineer who would use metal in airplanes works exactly on the same lines as the designer of bridges. Of course the metals used in airplane wings are the lighter ones—aluminum products."

If it can be shown that all-metal airplane wings are more economical, safer, and easier of manufacture than wood and fabric ones, the world will no doubt accept them in spite of the increased weight, says Lieutenant McDarment. Some metal enthusiasts now insist that eventually metal wings can be made lighter and far stronger than the old ones. When this happens metal will be universally used. There is but one other very good argument for wood and fabric over metal besides weight, he asserts; and that is, metal requires more expensive tools. But when quantity production begins, this factor will become negligible. To quote further:

"The wood used in airplane construction certainly does deteriorate with time. Whenever landing gears on airplanes become a few years old, the pilot looks for them to snap off with almost any landing. Rot sets up in wood, and it can not be detected from the outside. There are species of insects which infest wood and cause failure, sometimes when least expected. Fabric becomes what airmen call 'dead' in time. A so-called dead metal wing is also possible, but tightening a few rivets or bolts would undoubtedly overcome this defect.

"An ideal airplane fuselage would perhaps be one shaped like a projectile which could be heavily padded inside, yet stay intact after striking some object with great force. In fact, metal containers for the safety of pilot and passengers in aircraft are now being designed along these lines.

"Wood is even being supplanted by metal in airplane propellers. Wooden propellers have always given trouble on account of the moisture affecting the glue. These propellers are made by glueing, under high pressure, several layers of wood together, then cutting out the blades; and, with all the care and skill put into the making, no way has been found to prevent splitting. Metal tips have been used with great success, however, for several years. The metal tips are usually of copper, and they offer protection to the thin blade.

"An all-metal propeller has now been produced, and the highest speeds ever made by man have been with this propeller.

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One of the most interesting forms of metal propeller can be easily bent with the hand like the blade of a butcher knife, but when it is whirling it is quite rigid.

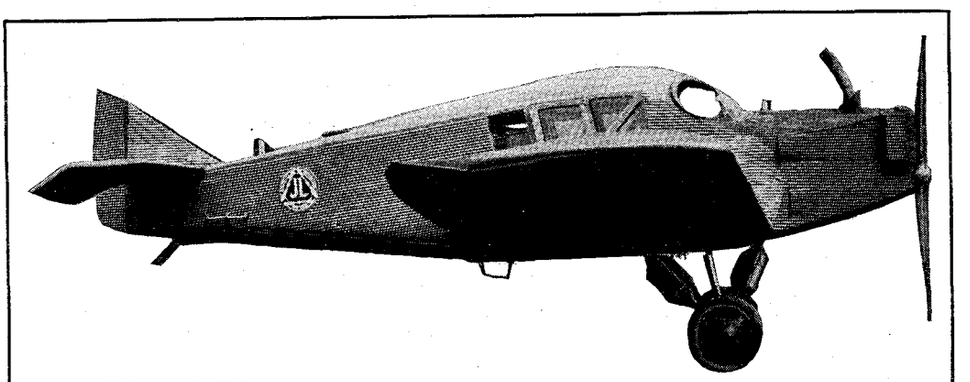
"The fire hazard in metal airplanes should be much less than in those of wood and fabric. In a metal machine, with the fuel containers removed a sufficient distance from the fuselage, time for a landing should always be had after a fire breaks out. An airplane wing made of metal could become red-hot without affecting its lifting qualities in the air.

"Metal does not soak up water like wood and fabric. An ordinary wooden airplane will soak up over 100 pounds of water on a damp day, and flying boats with large wing areas will take up 700 pounds of water on rainy days. Water, of course, runs off metal like a duck's back. While iron is, of course, susceptible to rust, this drawback is not considered as bad as rotting in wood.

"With metal used in aircraft of standard design, a great uniformity of parts would result. Metal parts of an aircraft can be easily manufactured in bulk, but not so with wood.

"But it is a mistake to imagine that ordinary wood and cloth airplanes can be converted into metal machines by merely substituting metal for wood or fabric. An entirely new angle of engineering is involved. The technical data on metal tension and compression, etc., are entirely different. It is a science and, it may be said, an art too, within itself.

"Taking all the factors into consideration, one can scarcely doubt that the future airplane will be of metal construction."



Courtesy of *The Iron Age* (New York)

THE METAL PLANE OF TO-DAY—AND TO-MORROW

"NEARER" BEER MADE IN GERMANY

NEAR-BEER IS OUTDONE. Germany is not exactly a prohibition country, but the Germans have, if reports are true, invented a near-beer with less than one per cent. of alcohol, which tastes, foams and smells exactly like real Munich or Pilsner and can be told from the original only when the drinker has absorbed sufficient to miss the effect. Says Edgar Ansel Mowrer in a radio dispatch from Berlin to the Chicago *Daily News:*

"This is a far-reaching claim, but it was made here solemnly before an audience in which the various branches of the German Government and press were represented.

"Now the Government has announced that it can only recommend but can not insist that the Germans drink the new beer, which must gain its entrance into popular usage on its own merits. The makers of the new beer think it will win. For eight years, they explain, they have experimented. The faults of American near-beer are chiefly that the beer is made first, and then the alcohol extracted. The tongue thus misses something.

"The new beer is brewed without alcohol, and hence it is complete. It is hoped large quantities can be exported to America.

"The effects of the discovery on the cause of Prohibition in Germany will be great. During the last year, the consumption of alcohol has gradually been returning to the pre-war level. The effect of this alcohol upon the physically impoverished human race has been noted by all observers.

"Nonetheless, Prohibition has made small progress because it meant an attack on German society, whose twin pillars are beer and music. If the beer pillar need not be demolished, but merely improved and embellished by a harmless beer, the Germans may be disposed to discuss Prohibition seriously.

"It must be remembered that beer-drinking in many parts of Germany is a national sport. The world's record is said to be held by a man in the Rhineland who consumed over eighty liters at a single sitting. The brew-master in the Hofbrau in Munich is reported to consume his forty liters daily. This is doubtless a vice, but it is also an achievement. The indistinguishable near-beer provides a means of eliminating the harm, and cherishing the achievement. Hence the importance of near-beer to the cause of Prohibition."

A "GOLD CURE" FOR T. B.

THE THEORETICAL CURE of a germ disease is as simple as possible. To effect it, all we have to do is to find a substance that will kill the germ without also killing the patient. Unfortunately, most disease germs can not be destroyed in the patient's body without endangering the life that the physician is trying to save. That is, this can not usually be done with any known substance; there is always a chance that some new discovery may be effective against a particular malady. We have already outstanding examples of such drugs, and their extension by practical research in chemistry is sought by those who devote themselves to the branch of medicine known as "chemotherapy." It appears from a notice in a Danish medical paper, *Ugeskrift for Laeger*, that a substance called "sanocrysin," an organic compound of gold, has been found unexpectedly effective in cases of tuberculosis. *The British Medical Journal* (London) reports that the results were discust at meetings of the Medical Society in Copenhagen. The experimental work of Professor Moellgaard on cattle and other animals, and the clinical tests carried out in various tuberculosis institutions with "sanocrysin" are said to have aroused great interest during the past year in Denmark. We read:

"The Danish medical profession flocked to this meeting in such numbers that the 'Domus Medica,' in which the lectures were to have been held, was found far too small. Professor Moellgaard gave an account of the special qualities of sanocrysin as a germicide in the living body. It is said to be non-toxic for the tissues, easily diffused through the body, slowly excreted from it, and very toxic to the tubercle bacillus. It is claimed that no reaction follows when it is introduced into the body by intravenous injection provided the tissues are healthy, but if they are tuberculous a violent reaction ensues, because (so it is supposed) the wholesale destruction of tubercle bacilli floods the body with their toxins. By giving a serum as an antidote to this reaction Professor Moellgaard believes he has succeeded in greatly reducing its violence. In support of his claims he gave an account of his treatment of animals accidentally or artificially infected with tuberculosis, and he reported two cases of tuberculous monkeys, emaciated and almost moribund, in which the lungs showed signs of extensive disease. Complete clinical recovery was effected, the monkeys became lively again, and their weight increased by 50 per cent. The clinicians who gave an account of their experiences with sanocrysin during the past year in hospital practise report that human beings as well as animals reacted to sanocrysin after it had effected a clinical recovery in the same manner as healthy animals which had never suffered from tuberculosis.

"Tragedies as well as brilliant successes were recorded, and the errors of dosage responsible for the former were discust. The speaker who was most reserved in his claims and most cautious in his forecasts of the efficacy of sanocrysin was Professor Moellgaard himself, and his attitude in this respect was the more appreciated since the experimental evidence he adduced was such as to tempt enthusiastic research workers to believe that *sterilisatio magna* [large-scale sterilization] had become something more than a mere possibility in tuberculosis."

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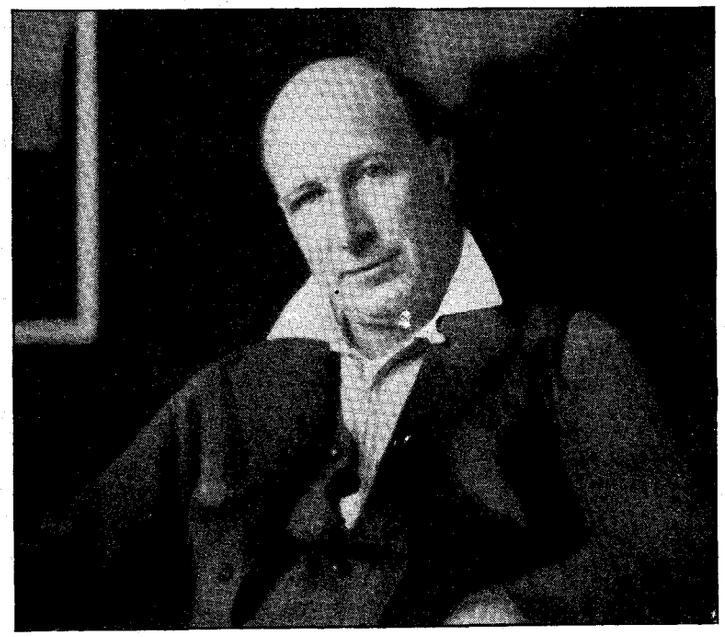
THE AMERICANISM OF GEORGE BELLOWS

WHAT THEY SAY OF GEORGE BELLOWS now is that American art of to-day has lost one of its strongest vital forces; that he is one of our most authentic answers to the call for a native art; that he was a healthy, vigorous, lovable personality; and that he loved to paint and draw prize-fights. These are the tributes drawn out by his untimely death at the age of forty-two. Nearly every New York newspaper speaks editorially of his loss, and there is a personal note in each one to show how he was the inspirer of friendship. He was so much to the fore in the art battles of the younger men, so valiant a crusader against moribund convention, that he did not escape enmities. Just now the feeling of personal loss is too keen to estimate him as an artist. In order that his achievement may be adequately evaluated Henry McBride of the New York *Sun* calls for a memorial exhibition; "then it will be proper to attempt to sum him up artistically, but not now." Mr. McBride sees Bellows in something of a Jovian guise:



A VALIANT CRUSADER AGAINST MORIBUND CONVENTIONS

George Bellows, whose early death has robbed American art of one of its most vital forces.

"Storm clouds have always hovered over the head of George Bellows. He has always been a center of dispute. Therein lay a great merit, too infrequently understood. Occasionally great artists slip quietly through a world that recognizes their merit after death, but the ideal life for the poet or painter is to establish immediate contact with contemporary humanity. That Bellows did. From the first his paintings excited approval or disapproval that was equally vehement. None among us has been so talked about as he. To have compelled talk is a real service, for so few in this country dare to have opinions upon art.

"He was in love with force. That made him a hero with the young. He was also a born intransigeant. That made it inevitable that he should come into collision with the Academy, and it was out of dissatisfaction with the Academy that the present New Society grew. The Academy, it seems, also honored Mr. Bellows with its dislike. I have been told by young Mr. Bowles that his portrait in bronze of Bellows was rejected by the last Academy jury just because it was a portrait of Bellows. That really seems too amazing, to reject a work of art for personal reasons regardless of merit, yet Mr. Bowles insists it happened.

"His love of force led him to aim for smashing effects of painting. It also explains his predilection for prize-fights. It is probable that in the long run he will be best remembered for his lithographs and paintings of such combats—particularly two of the latter, the first big prize-fight picture that brought the artist renown, and one called 'Announcing John L. Sullivan,' that was shown only recently.

"Because of the influence Mr. Bellows exerted upon his fellow artists, because of the bright light that constantly beat upon his endeavors and because of the differences of opinion in regard to his attainment, it seems to me it is imperatively necessary to do something publicly for his memory."

Lithography, an art not so much practised now as in an earlier day, had a devoted and accomplished master in Bellows. Indeed, the Boston *Transcript* critic, "H. P.," believes "it is safe to say even when one considers Daumier or Gavarni or some of the Englishmen, he has carried lithography to a greater height. In beauty of tone, silvery grays and velvety, even blacks, it is unexcelled." Mr. Bellows was born in Columbus, Ohio, and went to the Ohio State University, where he played baseball. When he began the study of art in New York it was under the direction of Robert Henri, and this sympathetic association was close to the end. Speaking of Bellows as "one of the vital factors in the American art of to-day," the New York *Herald Tribune* declares that "he had reality in his work and the power that goes with gusto." Also:

"To his young, strong vision the stuff of our national life made a vivid appeal and he responded with the eager spirit of a craftsman who was also a sportsman. To a friend with whom he would sometimes discuss esthetic questions he once said, with the endearing smile that was one of his blithest characteristics: 'You know, I used to play baseball.' It meant, among other things, that he was at home with his own people; that he was a racy American; that his art flowed out of a wholesomely robust nature.

"It was a curious art, curious because there were blended in it nominally antagonistic elements. It began, so far as the public apprehension of it went, with pictures of the New York waterfront, pictures of scrambling 'wharf rats' set against a prosaic background. He dealt with our street scenes and painted some of them in times of heavy snow, with amazing realism. He painted the prize-ring, too, producing in one canvas, 'A Stag at Sharkey's,' a classic of its kind. For him the slice of life, raw and bleeding. But all the time he pondered deeply on the esoteric mysteries of picture-making, embraced Jay Hambidge's theory of dynamic proportion, and functioned as the realist doubled by the thinker and the man of high ambition.

"That he had imagination is shown by his picture of 'The Murder of Edith Cavell,' well known both as a painting and as a lithograph. He created a scene therein that he had never laid eyes upon and peopled it with credible figures under the pressure of a great dramatic moment. Only last year he essayed to paint

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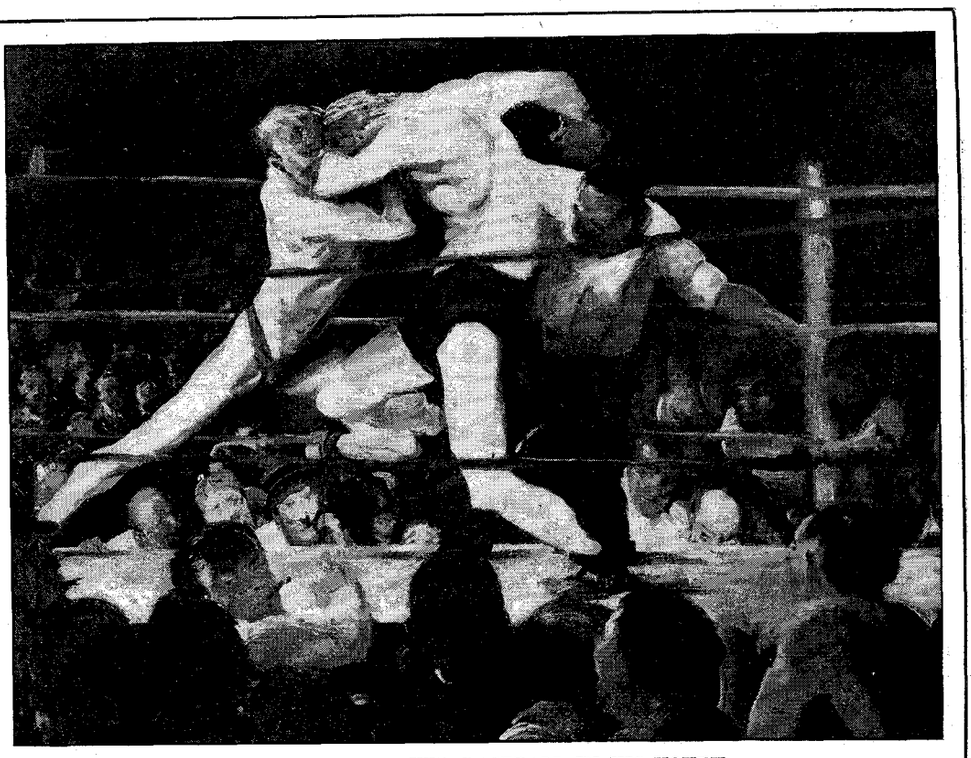
the Crucifixion. It showed that he had not yet found himself as an imaginative designer, and the point is confirmed by his last work, 'Two Women,' hanging to-day in the exhibition of the New Society. But the important thing is that he should have painted these pictures at all; that he should have had an adventurous, questing spirit. It is the loss of that spirit as well as of his technical brilliance that we sorrowfully deplore. If he was a man of solid achievement, he was also a man of rare promise, a painter of whom almost anything was to be expected in the course of time. He was always striving. He never stood still. With the years he was certain to have reached a shining goal."

The Philadelphia *Inquirer* regards Bellows "as distinctively American as Fuller or Inness, and a much more accomplished artist than either," in that "he had superlative gifts of imagination." Also saying:

"It has often been argued that America has done far less in literature and in music, to say nothing of other arts, than might have been expected. But this does not hold true of American achievement in painting. The American painters of international repute make a long list. More than this, too, their work is truly native. It has the American atmosphere. Bellows was one of a noble band of brothers in art."

In *The Art News* (New York), Frank Crowinshield has a pregnant word to say about Bellows's individuality:

"Portrait painting, of the current or fashionable type, interested him not at all. Sargent's job he would have point-blank refused. The word 'mode' meant nothing to him; the word 'chic' meant less. He made his own 'modes' and stedfastly refused to let sitters or dealers impose them on him. Honesty and beauty were the birds he was gunning for."



THE PAINTER LOVED BASEBALL IN HIS YOUTH

And when Bellows grew his love of force led him to aim for smashing effects of painting. The above speaks for itself.

LONDON THEATERS AND BROADCASTING—Broadcasting plays is an agitating theme with London managers as well as with some of our own. And broadcasting seems to have gone even further over there, as we learn by *The Westminster Gazette:*

"As the result of broadcasting an act of 'Patricia' recently, the receipts have very materially improved—to the extent, it is even said, of £1,000 per week. Consequently the management of the Gaiety Theater have also arranged to have an act of 'Poppy' broadcast early in the New Year. Of course, the theatrical managers must be presumed to know their own business best, and they see no reason to change the opinion against broadcasting which they have so long held. They believe that while broadcasting by an individual manager may secure a temporary advertising advantage, any extension of the practise by other managers must diminish the advertising advantages, if any, and, by increasing the attractiveness of broadcasting, do injury to the theaters. Curiously enough, Mr. Walter Payne, president of the Society of West End Managers, himself gives the negative to these fears. 'There are only a limited number of things that can be broadcast,' he says, 'and very few theatrical performances can be included among them.' Referring to a musical comedy, he exclaims: 'See what you lose—the color and lighting of each scene, the grouping, the dancing, the atmosphere of the piece.' He is quite right, but he forgets that the public fully appreciate what they lose by merely listening in to an excerpt from musical comedy, and that is why, having had an unsatisfying taste, they want more, and go to the theater to get it."

CANADA'S LITERARY STATUS

SOME CANADIANS STILL SHIVER with apprehension over the United States invasions in periodical and film products. A recent bulletin of the Canadian Authors' Association contains an attack by Mr. Robert Stead "on the books, magazines, newspapers, films and pictures which come into Canada from the United States." The grievance is that "these United States productions are Americanizing the Canadian people." The implication is of course that the productions in question absorb the attention that ought to be given to home-made literature. The matter is taken up by *The Manitoba Free Press* (Winnipeg), which admits the importations, but points out that Canada produces nothing to take their place. To begin with, the writer here supports his position by a quotation from Mr. Stephen Leacock:

"The plain truth is that as yet Canadian literature does not fill the large place that one could wish for it. It has not yet numbered one name that belongs to the world's literature. The inspiration of our country and its history is great, but as yet our work in the field of letters is a promise rather than an achievement."

Taking the line, "not one name that belongs to the world's literature," as a text the writer in *The Manitoba Free Press* asks if *The Authors' Bulletin* will make a note of that? Then he proceeds:

"*The Listening Post*, of Montreal, in its December issue, prints a critical survey of the year's Canadian books, and the writer of it says: 'Only one great novel has come out of Canada this year. . . . Two other first-rate novels have been produced lesser in stature.' We have read none of them, and can not check up on this judgment, but the point is that an assay of the whole year's crop is said to yield one first-rate book, and two second-raters. *The Authors' Bulletin* might kindly make a note of that also. It is among these facts that our problem lies. . . .

"Here we are, nine million odd of a population, and when you get away from the editorial pages and special writing in some of our newspapers you think you have entered a kindergarten or a

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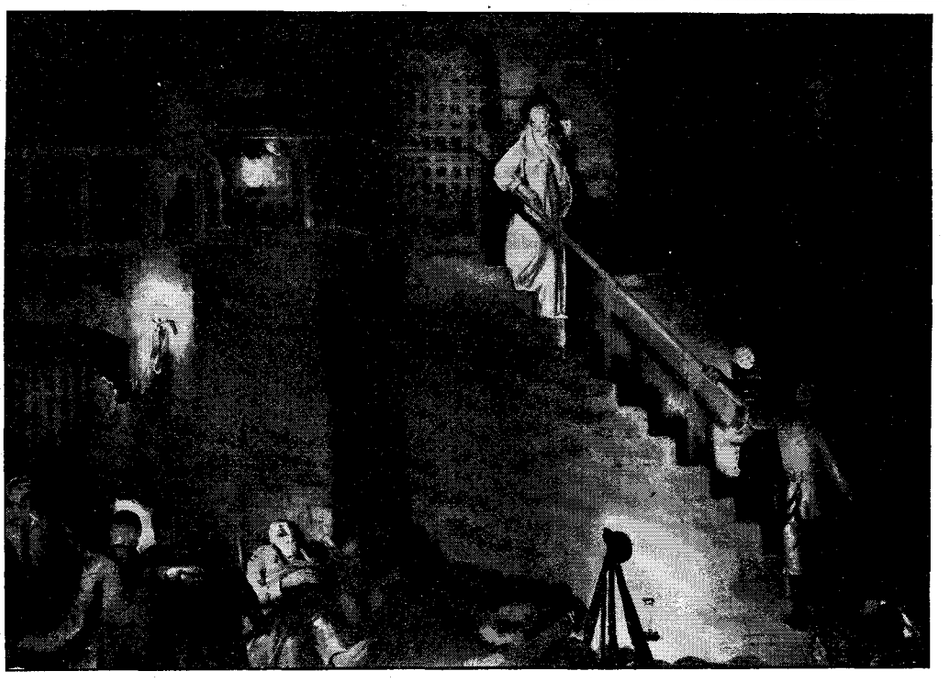
Sunday-school, or an old ladies' home. In the States, in Britain, in France, the signs and tokens of the times are inducing writing that has dynamite and speed and life and thought in it; writing with style and edge and point and charm—the productions of adult and informed and sophisticated minds. Why is there no similar literary expression in Canada?

"This country is not isolated. It has a full cable news service. It, as Mr. Stead crossly complains, is flooded with ideas and literature from the rest of the world; we have a pretty fair educational system and the bulk of our adult population can read; we have all the opportunities—and no books good enough to make an international reputation for Canada are being produced. Mr. Stead complains about the 'American flood,'



THE MURDER OF EDITH CAVELL

Bellows exhibits his gift of imagination in this subject, which was rendered both in paint and lithograph.

but the American flood irritated him into writing a fine, snappy, interesting letter; and the whole point is, Why can not the impact of the world on the Canadian mind irritate or inspire Canadian writers into literary performances which can hold their own against the best contemporary output in other countries?

"In a recent article in the New York *Evening Post's* literary section, an English writer is weighing and trying to forecast the literary movement in the United States. He sees a torrent of ideas of all sorts; an attitude of challenge; a zest for expression; he is wondering how all this will affect the trend of 'American' literature; he sees, in a word, an impetuous stream of thought, a tireless mental activity; and a profuse, fresh, and original literary production as the result. He sees no dwindling of the great literary production which is going on in the States now."

The writer here passes the temptation to ask how Canada "can hope to keep this swirling river of American literature from splashing over the border," and demands "where is the Canadian equivalent of this American originality and vigor?" Growing vehement—

"Where is there apparent a thrust for originality of treatment, a novelty of thought, a theory of style, a philosophic concept that is essentially Canadian and is attracting wide-spread attention by its strength or violence or insistence? Where is it? Yes, where is it? If it were not for our leading newspapers this country would be dumb in the world's exchanges of opinion; our professional and amateur literati, as they come in their performances to us, do not seem yet to have pecked themselves out of their shell.

"Mr. Stead, with his nonsense about the 'native article' being as good as the 'imported article,' and how we should 'encourage home talent' by boycotting foreign books, reveals on what a childish plane he seeks to discuss the question."

JAN VERMEER OF DELFT

THE PICTURE REPRODUCED on the cover is by the Dutch artist, Jan Vermeer, who is called by Mr. Philip Hale "the greatest painter who has ever lived." In case this statement is challenged, Mr. Hale is immediately ready with a defense. "One may readily conceive that Titian and Giorgione were more seductive artistic personalities; that Da Vinci was more subtle, Raphael a greater draftsman. But when it comes to sheer downright painting it would seem that Vermeer was, in most respects, the leader of them all." Going on to consider such giants as Velasquez, Rubens and Rembrandt, Mr. Hale is not dismayed, and he declares "none of these conceived of arriving at tone by an exquisitely just relation of color values, and it is this idea that lies at the root of all really good modern painting." We are quoting here from the authoritative volume on "Jan Vermeer of Delft," by Philip L. Hale, published in Boston, in 1913, and in that volume we discover that our cover picture, which is at the Rijks Museum at Amsterdam, is entitled "A Maid-servant Pouring Out Milk." This title, it will be seen, is a little more descriptive than the one also used called "The Kitchen Maid." A summary of the picture's details is thus given:

"A young woman stands at a table pouring some milk from a jug into a mug or bowl. She wears a white kerchief and is drest in a bodice and skirt. On the green-covered table is a basket with bread; bread also lies on the table. Behind the basket stands a covered pitcher. The light comes from a window to the left, high up in the composition. A basket and a brass utensil hang beyond it; above these, at the extreme upper part of the canvas, hangs a small pitcher. The wall is quite blank save for two nails, painted with meticulous care. On the floor at the right, behind the woman's figure, is a wooden foot-warmer. Tiles form a sort of baseboard to the wall. To the left of the foot-warmer is the artist's signature, 'J. V. Meer,' the J and M intertwined. The canvas measures 18 by 16½ inches."

Some idea of the rising values of famous pictures may be given in the history of the various sales of this one. In 1696 it brought 175 florins ($70). Five years later it changed hands for 320 florins ($128); in the Van Hoek sale, 1719, the price was 126 florins ($48.40), but in the Neuville sale, 1765, it rose again to 560 florins ($224); thirty-four years later, in the De Bruyn sale, the price had fallen to 550 florins ($220), and in 1813 it changed hands for 2,113 florins ($846). The next record is in 1907, when it passed to the Rijks Museum as one of the collection of M. Six van Vromade, together with thirty-eight other pictures which aggregated in price 750,000 florins, but it was then considered that the Vermeer was worth nearly half this sum, possibly 300,000 florins ($120,000). We read further in Mr. Hale's volume:

"The Milk-woman is one of the few paintings that have always been known and accredited to Vermeer. In Sir Joshua Reynolds's diary of a 'Journey in Holland,' he speaks of seeing this picture when at Amsterdam. It is, apparently, one of Vermeer's

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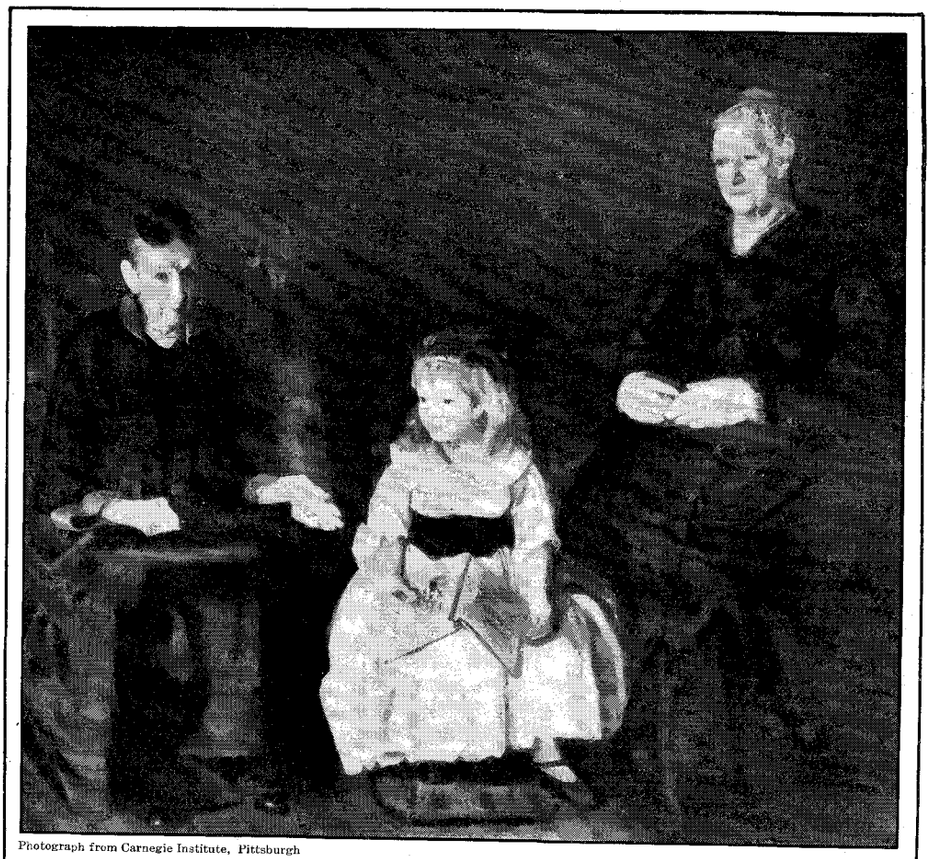
earlier paintings; the facture is rather heavy and loaded, and little things, like the woman's kerchief, are not done so skilfully as in pictures of a later date. There is a Millet-like solidity and firmness about this figure that is very fine. The thing exists; the light and shade, well and simply rendered."

A NEW "INTELLECTUAL" BROTHERHOOD

A PLACE TO SIT DOWN and reason together seems to be as much in the French mind as German reparations or imperialistic expansion. An International Institute for Intellectual Cooperation is the title given to the project which emanates from a few international "intellectuals" and aims to wipe some of the stigma from the war-time conception of the term. If the world is ever to be rescued from war and the threat of war and the heavy burdens that such threats impose upon the nations of the world, such rescue must come, it is felt, through the spread of intellectual communion. Negotiations are already on foot between the French Government and the Secretariat of the League of Nations toward the formation of the Institute. The former has offered to bear the whole expense of the undertaking, and this offer was accepted last September by the Council and the Assembly of the League of Nations. Things are already in such train that it is regarded as quite possible that the Institute will be able to begin functioning within a few months.



Photograph from Carnegie Institute, Pittsburgh

ELEANOR, JEAN AND ANNA

A Bellows picture that won a first-class medal at the International Exhibition, Carnegie Institute, 1922.

The general plan of its constitution and method of operation is described and discust by the French Inspector General of Public Instruction, Mr. Julien Luchaire, in a recent number of the *Revue Bleue* (Paris). After stating that an International Commission has been formed to which is delegated the task of drawing up a working plan, Mr. Luchaire remarks:

"Not least among the happy memories of this epoch so fertile in new and important ideas will be that of the cooperation of Bergson, Einstein, Madame Curie, and other great minds working together year after year with a constancy and an enthusiasm which will enhance the first results obtained, and this with an object in view which one would not have thought them prepared for. For we are concerned here neither with science nor with philosophy nor with literature, but with a study of the practical means by which an improvement may be obtained in those conditions under which there may be developed the sciences and art, literature and philosophy, and in general the works and the culture of the intellect."

This Commission was formed in 1922, but it did not take them long to discover that the task set them was both vast and complicated. After two years of preliminary study spent in probing the matter from various angles, the Commission announced that they could not continue their arduous labors, unless there was placed in their hands the means of facilitating them by some instrument proportioned to the greatness and the difficulty of the enterprise. Therefore:

"It is this instrument of which Paris will have the honor to be the site and of which France will bear the expense. . . . The International Institute of Paris will not seek to produce any actual work either of science or art or in any other domain of the intellect, but will simply study the means of facilitating and accelerating such production in all countries and in following the operation of such affairs.

"The Commission of Intellectual Cooperation has traced the chief lines of the organization of the Institute in a resolution addrest to the Council of the League of Nations last July."

The first object is the establishment of a Bureau of Statistics, covering the matters involved. The second will be the consideration of the practical problems involved by an International Scientific Organization.

The motive will be to coordinate the efforts of important institutions already existing and to further the creation of new institutions as the need for them may appear. The third end in view is the foundation of a general organization covering literary and artistic matters. The fourth is the formation of a liaison among important institutions of learning throughout the entire world. Apropos of this we read:

"The Commission is particularly interested in this object and in its furtherance attained last year (1923) through the Council and Assembly by the founding of a bureau of inter-university relations, whose functions will be transferred to the Paris Institute."

A fifth purpose is to promote juridical and economic cooperation and incidentally to investigate questions concerning the material welfare of brain-workers. This will be in accord with the International Bureau of Labor and with such large associations as that which bears the title of International Confederation of Brain-Workers.

Finally, and from some points of view, perhaps the most important object of all, an effort will be made to enlist the services of the press in all countries for the promotion of intellectual cooperation and cultural progress.

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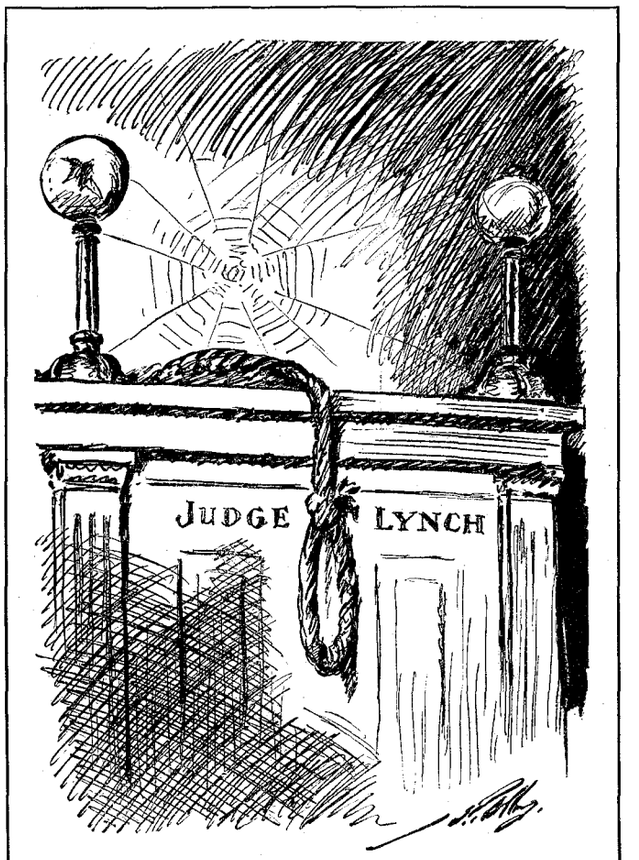
RELIGION-AND-SOCIAL-SERVICE

THE PASSING OF JUDGE LYNCH

ONE OF THE TRIUMPHS OF THE YEAR just gone was the reduction in the nation's lynching record by more than 50 per cent., and it is with a deep sense of satisfaction that Southern newspapers particularly record the fact. In noting that Alabama has gone two years without a lynching—"an extraordinary record"—the Montgomery *Advertiser* observes that "it will be a proud day for America when no more lynchings are committed." According to statistics furnished to the press by the Tuskegee Institute, sixteen persons, all negroes, were lynched in this country in 1924, this being the smallest number lynched in any year since records have been kept. It is seventeen less than the number for 1923, and forty-one less than for 1922. Of the number done to death in 1924 nine were taken from the hands of the law—six from jails and three from officers of the law outside of jails. An encouraging feature of the report is that in forty-five instances officers of the law prevented lynchings. Of these preventions of lynchings eight were in Northern States and thirty-seven in Southern States. In nine of these instances armed force was used to repel the mobs. Nineteen persons charged with being connected with lynching mobs were indicted; but of these only five were convicted, and these were sentenced to jail. The offenses charged against the victims were: Murder, one; criminal assault, five; attempted criminal assault, two; killing officer of the law, two; insulting woman, three; attacking woman, one; killing man in altercation, one; wounding man, one. Five of the lynchings were in Florida, two in Georgia, two in Mississippi, and one each in Illinois, Kentucky, Louisiana, Missouri, South Carolina, Tennessee, and Texas.



A COURT WELL-NIGH ABOLISHED

—Alley in the Memphis *Commercial Appeal*.

While the nation is justified in taking encouragement from the new low record in lynchings, the fact yet remains, says the Memphis *Commercial Appeal*, that there were sixteen too many. It is possible, we are told by this Southern paper, that the figures may fluctuate back and forth for a few more years because the problem is not yet fully solved.

"But it is on its way to a solution. Public officials, newspapers and leaders in civic activities are united in their purpose to eliminate mob violence from the body politic. It is their influence behind the law-enforcing officers that has armed those officers to the discharge of their duties. Public opinion is being lined up solidly behind those who are laboring for the supremacy of the law and that opinion in time will make mob violence a thing unknown in this country."

Obviously, too, notes the Galveston *Daily News*, a different attitude among peace officers toward lynchings is being manifested. In the past they have been prone to excuse themselves on the ground that it is a needless sacrifice to shed blood for one whose life is already forfeit; "but official conscience can no longer be soothed with that excuse, nor is the public so lenient in passing judgment on that class of dereliction." "The time is not far away," says the Asheville *Times*, "when lynching will be accepted everywhere for what it really is and when every outburst of mob violence will be universally regarded as an ineffaceable blot on the community where it occurs." Law officers showed greater courage than had been evidenced in other years, remarks the Dallas *Journal*, "and it may be deemed certain that they were spurred to such determined protective action by an awakened and supporting public opinion. That such opinion has become assertive is additional proof of progress, and proof that the mob spirit, representative of the small and lawless minority, is no longer tolerable." Lynching, continues the Dallas paper, has been branded for what it is—"a murderous affront to the law and a shameful reflection upon the nation." It is a terrible disgrace and it is made worse by the knowledge that few of the murders would have occurred had the officers whose duty it was to enforce the law done all they should have done, comments the Little Rock *Arkansas Gazette*. "But," adds this paper, "the blame finally must rest upon the public that elects officers and upon our outrageous complacency toward non-enforcement of law." However, the Birmingham *Age-Herald* thinks, "it is not too much to hope that public sentiment will eventually stamp out this crime altogether. Better enforcement of the laws, and more efficient service by the courts of the land will go far toward that much-desired end. When there are no more lynchings there will be better observance of other laws, and more efficiency of courts and enforcement officials in performance of their duties."

Tho here and there a harsher note is sounded in comment north of the Mason and Dixon line, Northern opinion is in the main little more than an echo of what is said by editors in the South in frank acknowledgment of the evil and gratification that it is passing. The New York *World* says the communities where lynchings occurred "are not civilized; they are not even half civilized." On the other hand, the Columbus *Dispatch* thinks, "it is highly gratifying to see the number of lynchings

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dwindle so rapidly, but no one who has the best interests of the entire country at heart can be entirely satisfied until the annual record of lynchings becomes permanently blank." "Attempts to enact a Federal anti-lynching law have failed," notes the Pittsburgh *Chronicle Telegraph;* "but it would seem that the South in its own way is beginning to deal encouragingly with the problem. The law-abiding people of that section realize the disgrace that comes through such instances of anarchy as murders by a mob." Remarking that the record is by far the most favorable yet made, the Duluth *News Tribune* says it should merely be an encouragement to end the "black disgrace of lynch law." It can be stamped out, "and no great effort would be necessary to do the job in 1925. If the next lynching that occurs were followed by prompt and vigorous prosecution and some penitentiary sentence for those who participate in it, it might be the death-blow to lynch law in America."

To the Rochester *Herald* "the figures seem to show conclusively that local sentiment in the various States is reacting powerfully against lynching and that there is no need of outside pressure to correct the conditions which produce mob executions." Now and then misgivings as to the future of the two races, particularly as it concerns them in the South, are heard and it might be informing to read a reflection of the Norfolk *Virginian-Pilot*, which does not pretend to know what the solution of the racial problem will be, and finds that "sufficient unto the day is the problem of the moment."

"That problem is to eradicate racial injustice, to exterminate the lynching practise as something vile, savage and utterly unworthy of a civilized people, and to collaborate to the end that the colored people of the country, particularly the colored people of the South, shall have a fair opportunity to improve their economic status, their manner of living, their education and their culture. To assume that this self-development of a retarded race taking place in the presence of a race more advanced presages dire conflict for the future—some of our social analysts, Dr. W. E. B. Du Bois among them, make precisely this prediction—is to assume that intelligence is a disservice to civilization instead of a boon. Civilization has pinned its faith to enlightenment. That this enlightenment must be confined to certain races and shut away from others is a theory not to be reconciled with modern thinking. The contrary theory must be assumed and served. It may lead to perplexities that might be avoided by the preservation of a crude 'master-slave' racial disparity, but it is more likely than is the latter plan to lead, in the end, to a happy and permanent racial adjustment."

CATCHING PARENTS YOUNG—Parents who whine about their duties and complain about their children should look no further for the source of their troubles. Self-help and early training, we are told, are the only cure. In fact, "parents ought to be caught much younger," writes Bertha C. Reynolds in *The Mental Hygiene of Young Children.* Some parents may see themselves in this mirror:

"What twisted training has produced a mother who refuses, quite casually, a promised reward, which her little boy has earned by incredible effort, and is surprized that he does not trust her again? How can one combat endless gossip over children in their hearing when there are no interests to substitute? What can one do with a mother who refers to her child's morning waking as the time 'when he starts raving,' and envies people who have no children? Fear sometimes defeats its object, as when two tiny sons of a mother who denies them the playground, lest they learn bad words, shine in their alley for the richness of their vocabularies. Education waits on cure as often as cure on education. A mother who was frantically trying to check the normal activities of two small boys was found to be lonely and underoccupied in the tenement where she had shut herself from neighbors, in false shame over her children's behavior. A part-time job, while the children played freely in a day nursery, gave the mother social contacts and a new outlook and was truly curative for them all."

CLEAN PICTURES UP TO THE PUBLIC

VICE PAYS—ON THE SCREEN; virtue often doesn't make expenses. This summarizes the verdict of movie-theater owners, and is in line with the experience of the Motion Picture Producers and Distributors of America and of *The Motion Picture News*, referred to in an article in these pages on November 29. It is, however, in contradiction to the usually exprest theory of reform agencies that the producers are responsible for placing degrading pictures before the public. Certainly some of the producers and owners care more for money than morals, according to the recent report of the New York State Motion Picture Commission. While acknowledging that the majority of pictures are not objectionable and that reputable producers recognize their obligations to society, the report states that "there is, however, a class of producers who apparently care nothing for anything except the returns which they receive from their product." This class of producers "attempts to appeal to the sex instinct and is continually depicting crime and educating the youth of our land in the frailties of the human race. . . . The effect is to glorify vice and lawlessness and to make unattractive decent living, virtue and the observance of law." In proof, the Commission relates that during the year it eliminated 3,214 scenes and 566 titles from 627 films out of a total of 9,063 films examined. The grounds for elimination were: Indecent, 624; inhuman, 924; tending to incite to crime, 1,318; immoral or tending to corrupt morals, 816; sacrilegious, 66; and obscene, 32. In declaring for State censorship and criticizing the proposal that exhibitors or theater owners be made responsible for the viciousness of films, the report declares: "What those who make objectionable pictures desire is a license to put anything upon the screen which, in their judgment, will produce box-office receipts, regardless of its effect upon the morals of our people or society in general." Again, *The Bulletin* of the Massachusetts Parent-Teacher Association states that the National Congress of Parents and Teachers has withdrawn from the Committee on Public Relations of the motion-picture industry because of "the continued release of films of undesirable character and of screen adaptation of books and plays for general circulation." However, from a sheaf of observations gathered and broadcast by the Motion Picture Producers and Distributors we learn again that the public can get what it wants.

Sex pictures, according to J. A. Snyder, of Bessemer, Alabama, are no less popular than they have been in the past, altho he believes that the trend of popularity is swinging, in so far as Bessemer is concerned, toward the "flapper" or "jazz" type of picture. He regrets to report that many of the strictly higher type of pictures have been "dismal flops" in Bessemer. Writing in *The Motion Picture News*, he continues:

"We have tried our level best to give our patrons the better pictures, but they have not taken advantage of them in the past. We have played a number of them at a big loss to ourselves in our efforts to give the public the type of pictures which we would be glad to do our largest business on, but we can not give them very many of that type when we lose money on them.

"You will notice that the tendency toward pictures in Bessemer is toward the 'sex' or 'flapper' type of pictures as only one or two exceptions to this class can be noted. We have not yet given up hope in trying to cultivate a love and appreciation for the better type of pictures such as 'Three Wise Fools,' 'The Old Nest,' 'Smilin' Through' and 'If Winter Comes.' We did very excellent business on some other pictures, but on an average it was unsatisfactory.

"Whenever the public of Bessemer will turn out in any appreciable numbers to see the better kind of screen offerings then is the time that we will concentrate our efforts on that kind of pictures, but under the circumstances we can not afford to discontinue the exhibition of the pictures of the 'jazz' or 'sex' type."

A concrete illustration of the difficulties which confront exhibitors who seek to present the best examples of moving-

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pictures is furnished in the Troy *News*. There only a meager house saw "America," described in *The News* as "one of the greatest pictures ever filmed, either as a work of art or as an influence toward chivalry, high ideals and love of country." Yet the theater was filled several times each day for a play which was "wholesome fun but nothing more." Here is a case in point furnished by the Atlantic (Iowa) *News-Telegraph:*

"Recently Manager Burgum of the Strand presented in this city 'America,' one of the most patriotic and worth-while pictures ever presented here or elsewhere. It was clean and wholesome, and it taught many lessons which the youth of the country should see and heed, especially in these days when efforts are being made to undermine our constitutional form of Government, and establish on its ruins the rule of the mob. He showed the picture at popular prices, his highest charge being thirty-five cents. The same picture was shown for weeks on Broadway, New York, at $3 for the top seats, and in Omaha at $2. The public thronged the houses in those cities at the prices named, and many were unable to see it. Manager Burgum showed the picture here three days, and the last two to a pitiful handful of people. He lost money on the exhibition."

The best way to obtain better standards for the movies, we read in the South Bend *News-Times*, "is to make films of outstanding cleanness and worth so highly profitable that those who make the films will create no other kind. The most effective censorship upon the vicious and the lewd is to refuse to patronize them." It would not be fair at all not to mention exhibitors as among those who want better films, says the Wichita *Kansas Beacon*. We are told that—

"Some of the most zealous champions of better films are exhibitors. They deliberately sacrifice money showing some films because they know they are exceptionally good, and they are striving mightily to educate the public to a better standard.

"Yes, there is a goodly number of people who want better films. But most of them are passive.

"One of the best films of to-day's screen showings, 'Abraham Lincoln,' is suffering from lack of appreciation and consequent attendance. Out of 650 invitations to attend a free showing here, less than half were accepted. Invitations were issued to preachers, teachers and others interested in the moral welfare of the community. Great indifference was manifested.

"As long as this indifference continues the welfare workers will have an up-hill time in bringing about better movies.

"Destructive criticism will not bring them. Denunciation of any given film is more likely to pack the house; such is human nature.

"There are not enough people who want better films—want them hard enough to go and see them. The scarcity of such people is such as to discourage many of the stoutest-hearted and best-intentioned exhibitors.

"This is not a condonation of bad pictures, by any means. The bad picture is more dangerous than a bad drama or book, because it is so much more realistic and is so strongly imbued with the power of suggestion. But the surest way to get bad pictures is to refuse to patronize the good ones.

"The films have come to stay. There is no abolishing them. There are only two alternatives—good films and bad ones.

"Who wants better films?

"An indifferent vote is at least half of a negative."

If "Abraham Lincoln" fails to draw, we read in a write-up in the Rock Island *Argus*, "the producer will be more convinced than ever that it is a business error to try to elevate the screen, as it is the stage, as many leading play producers have learned to their financial sorrow." In a talk to New Orleans club women and school-teachers, Col. Jason Joy, executive secretary of the Committee on Public Relations, advised them not to advertise a bad picture by talking about it. For, as he is quoted in the New Orleans *Item*,

"The second you say a picture tends toward the immoral, or shows 'daring scenes,' the public will flock to see it. If I told you the six biggest pictures produced in the last six months that I think are unfit to be shown, even you, a body of women interested enough to confer with me to secure better pictures for the public, would be curious about those pictures, and either you would sneak in yourself to see them if they came to New Orleans, or you would talk enough to make other folks go to see them."

This is the usual reaction, comments *The Item*, adding:

"Promotors and agents have long capitalized 'censorships' and 'bans.' Police stopt three New York plays for moral reasons—and the three played to capacity audiences while the charges were tried. An aged and ever successful trick of producers was to introduce into a play a few 'daring scenes,' just previous to inspection by the censors, and then later to advertise the fact that the play had to be censored. Some of our magazines exist on their reputation for sensuality. They count every attack by clergy or post-office official as advertising.

"Colonel Joy has the right idea. Talk less of the risqué films. Confine our 'advertising' to talk of every good play or picture that we see. If we speak more of the good and less of the bad, the good pictures will be better supported and the risqué ones will lose their best advertising."

THE SUNDAY-SCHOOL A CRIME ANTIDOTE

REGULAR ATTENDANCE UPON SUNDAY-SCHOOL during the period of character-formation would cause the criminal courts and jails to close, for there would be no "raw material" to work on. This is not a platitude from the pulpit. It is an expression of belief of a judge who has had long experience. In the eighteen years that he has sat on the bench in two courts, Supreme Court Justice Lewis L. Fawcett, of Brooklyn, has had more than 4,000 boys less than twenty-one years arraigned before him, charged with various degrees of crime. But of this large number only three were members of a Sunday-school at the time of the commission of their crimes. And, says Justice Fawcett, as he is quoted in the New York *Herald Tribune*,

"Even these three exceptional cases were technical in character and devoid of heinousness, so that they are scarcely worth mentioning. All three cases had a girl in them. In one, a young man who wished to make a pleasing impression on a new sweetheart, and not being well clad, stole an overcoat. In another, the young man was arrested for carrying a pistol without a permit. He said that he wished to protect himself against a gang member, who had become aggrieved because he had taken his girl from him. In the third, the young man drew a penknife on his opponent in a quarrel over a girl.

"In view of this significant showing, I do not hesitate to express the conviction that attendance by young men at Sunday-school or other regular religious work, with its refining atmosphere, is signally preventive against crime and worthy of careful study by those who are dismayed by the increase of crime on the part of the young men of America.

"In 1,092 suspended criminal sentences, only sixty-two of the young men were brought back for violation of the conditions of their paroles. In each suspended sentence case I insisted upon the return of the youth, if he was a Protestant, to a Sunday-school; if a Roman Catholic, to attendance at mass, and, if a Jew, to attendance at a synagog or a temple. In each instance I had the earnest cooperation of the minister, the priest or the rabbi, and in each case I saw to it that the young man had a job to go to as soon as he was freed on parole. In virtually all of the suspended sentence cases the reform was quick and, I believe, permanent."

And the method that will produce the desired results in Brooklyn, believes Justice Fawcett, will produce them anywhere. Moreover, he is assured that what is good for the youth would be equally salutary with adults. He asserts:

"The sustained, wholesome, moral atmosphere imparted through habitual attendance upon Sunday-school and church will expel criminal impulses.

"Any man not contributing to support some church or organized religious work is living on charity—riding on some other man's transportation. If he really desires abatement of crime he should ally himself with those agencies which prevent or abate crime."

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CURRENT POETRY

Unsolicited contributions to this department can not be returned.

A WRITER in the *American Mercury* declares that "the literary fame of Oliver Wendell Holmes has been erected into a chapter where it should be reduced to a footnote," and proceeds to consume five pages in the reduction process. While that is going on, we quote some sections of a long poem by Amos R. Wells, read at the twenty-fifth anniversary of the Boston Authors' Club, and printed in the Boston *Transcript:*

BOSTON AUTHORS TO BOSTON AUTHORS

By Amos R. Wells

A Boston author, bowed and broken, stood
Beside the Charles's meekly moving flood,
And to the seagulls wheeling in the air
Unrolled the mournful burden of his care.
"Oh, brother birds," despairingly he cried,
"Gone is the gleam of our Bostonian pride,
Vanished the glory of our bright renown,
And giddy Gotham flaunts Apollo's crown.
Where anciently majestic music rose,
And only less majestic marching prose,
Now Jazz in words and clumsier jazz in thought
And brazen fantasies from Bedlam brought,
And tumbling images confused and blind
Assail the distracted horror of the mind,
And silly myriads, imitative herds,
Applaud the latest mountebank in words.
O Longfellow, O Lowell, Howells, Holmes,
Wherever each transcendent spirit roams,
With all the glorious forms of nobler days,
Restore the sanity of ancient ways,
Come back again to this familiar shore!
Ye birds, convey the message, I implore!"

Then, instantly responsive, at his side
Behold the Autocrat, the twinkling-eyed.
"Fie, fie!" he said, "you man of little will,
Take heart of grace from yonder Bunker Hill.
How would those valorous men, were they alive,
Deal with the red-coat ranks of Twenty-five?
How would they blaze away at crude pretence,
And slay the charlatans with common sense!
And you have equal weapons fierce and strong,
Musket as true and biting sword as long.
Where but in Boston should revolt arise
Against enthroned fraud and pampered lies?
Where but beside the Charles should truth be strong
To rouse the world with energetic song?
And where shall words be masterful and clear
And tense with high endeavor, if not here?
Say to the Boston authors, say from me,
The Hub is still the core of land and sea.
Stick in your spoke, and boldly will it sweep
The circle of the nation and the deep.
Insight and courage still have much to say,
And Boston Brahmans ought to find a way."

* * * * *

Follows here some words from Longfellow and Lowell, but lack of space bids us hasten on to Howells, whose words show he is as conscious of being outmoded as do his contemners:

Thereat another ardent spirit came,
And Howells added words of mingled flame.
"New themes," said he, "should freshly be expressed,
And modern thought in modern garments dressed.
My books, that once were innovation bold,
Now slumber with the staid and harmless old.
So may all writers, facing hostile shocks,
Behold their heresies grown orthodox.
So let the Boston of the present time
Launch forth in daring prose and fearless rhyme,
Saying the things that never have been said,
Nor saying them in ways accredited,
But kindred with the moment of their birth,
The most audacious, lordly things on earth!
For Truth that halts to con a fashion-plate
Never arrives or gets to goal too late.
Let Boston authors, now as in the past,
Seize on the flying fact and hold it fast,
Capture the Silas Laphams of today,
And paint their portraits twentieth-century way;
Seek with immortal yearning, seek and find,
The Undiscovered Countries of the mind,
And take the Hazard of New Fortunes, brave
To breast with youthful glow Time's latest wave.

Much more had Howells said, but from the air
Gathered a throng all radiant and rare,
Faces and forms of those whom Boston knew
In olden days and found them sound and true.
Parkman was there and Prescott's hero heart,
Aldrich with his incomparable art,
Hale with a hundred glories on his brow,
Our gallant Higginson and Mrs. Howe,
Trowbridge and Foss and Thayer and many more,
All crowding to the Charles's wonted shore,
And in one voice, inspiring, elate,
Bade the one listener, "Create! Create!"

A SINGLE dip into the poetry of James Branch Cabell may interest those who read his romances. The following is from a reissue of an earlier book called "From the Hidden Way" (Robert M. McBride & Co.), and is singled out by a reviewer in *Voices* who objects that Mr. Cabell treats of poetic things rather too much in "an unemotional and merely rational fashion." This is one of a series of fifteen in sonnet form:

SONNET

By James Branch Cabell

And so we played at loving. So we played
With love as venturous children in the sea
Wade ankle-deep, and laugh, and wistfully
Peer at the world's far rim, being half afraid,
Half-wistful. So we laughed, and we obeyed
That changeless law which sways the cosmic plan
And ever draws the maid unto the man,
And ever draws the man unto the maid.

The sea hides deep our fragile argosy,
And idle doubts quest fruitlessly above
Those shattered hulks, too frail to brave the sea,
Too frail to brave the wrath and mirth thereof;
I had not heart to love you heartily
You were too shrewd to be befooled by love.

The Measure prints this by a colored student of New York University, and also informs us that the writer has twice won second prize in the Witter Bynner undergraduate poetry contest:

THE SPARK

By Countée Cullen

"Stamp hard: be sure
We leave no spark
That may allure
This placid dark.
At last we learn
That love is cruel;
Fire will not burn
Lacking fuel.

Here, take your heart,
The whole of it,
I want no part,
No smallest bit.
And this is mine?
You took scant care;
My heart could shine;
No glaze was there.

Young lips hold wine
The fair world over;
New heads near mine
Will dent the clover;
We need not pine
Now this is over.
Now love is dead,
We might be friends;
'Tis best instead
To say all ends.
And when we meet,
Pass quickly by;
Oh, speed your feet,
And so will I . . . .
I knew a man
Thought a spark was dead
That flamed and ran
A brighter red,
And burned the roof
Above his head."

SOUTH AMERICAN literature is perhaps all too unfamiliar to us; but *The Commonweal* (New York) lightens our darkness by a page of verse ably translated by Thomas Walsh. We give some selections:

SONNET OF DEATH

By Gabriela Mistral of Chile

The hands of evil have been on your life,
  Since when, at signal from the stars, I sowed,
It 'mid the lilies, all with beauty rife,
  Till hands of evil wrecked its fair abode.
Then to the Lord I said—"From mortal paths
  O let them take his soul that knows no guide!
Save him, O Master, from impending wraths,
  And plunge him in the dream Thine arms spread wide."

Lament is vain—in vain, no more I follow!
  Black is the tempest that drives on his sail!
My breast on his!—else mow to earth the flower!
Woe! Woe—the seas his bark of roses swallow—
  Is pity in my heart then no avail?
Thou that shalt judge me, Lord, weigh Thou this hour!

THE OAKS

By José M. Eguren of Peru

Down by the turning of the way
Groaned two old oaks as in childish play.

And there was peace across the plains
And magical light in the heavens' domains.

I can recall the morning song
The flowery streamlet drew along;

And from the old well-holes on the moor,
The laughter and the music pure—

While from the groves of olive fruits,
The amorous canticle of flutes.

The chimneys curled in the pasture calm
Like the incense spreading holy balm;

While down by the turning of the way
Groaned the two old oaks as in childish play.

THE DANCE OF THE CENTAURS

By Francisca Julia of Brazil

Hoofs in the air and mouths without a rein,
  Bare-chested, waving lances in their play,
  Shouting in beauty, dancing down the way,
With shoulders white they mock the noonday vain.
Night hears them coming. Hark! the woods complain
  Unto the moon! The maiden centaurs stay—
  Retreat—advance—their myriad bosoms sway
—Their tresses stream behind their dashing train.

Soon moonlight whitens, night to morn would yield;
  Ceases the hippic dance; through thundering space
The centaurs are in maddened rout revealed;
Lo!—far away, out where the moonlight dies
  Titanic, fiery-eyed with Argive mace,
Great Hercules rears up against the skies.

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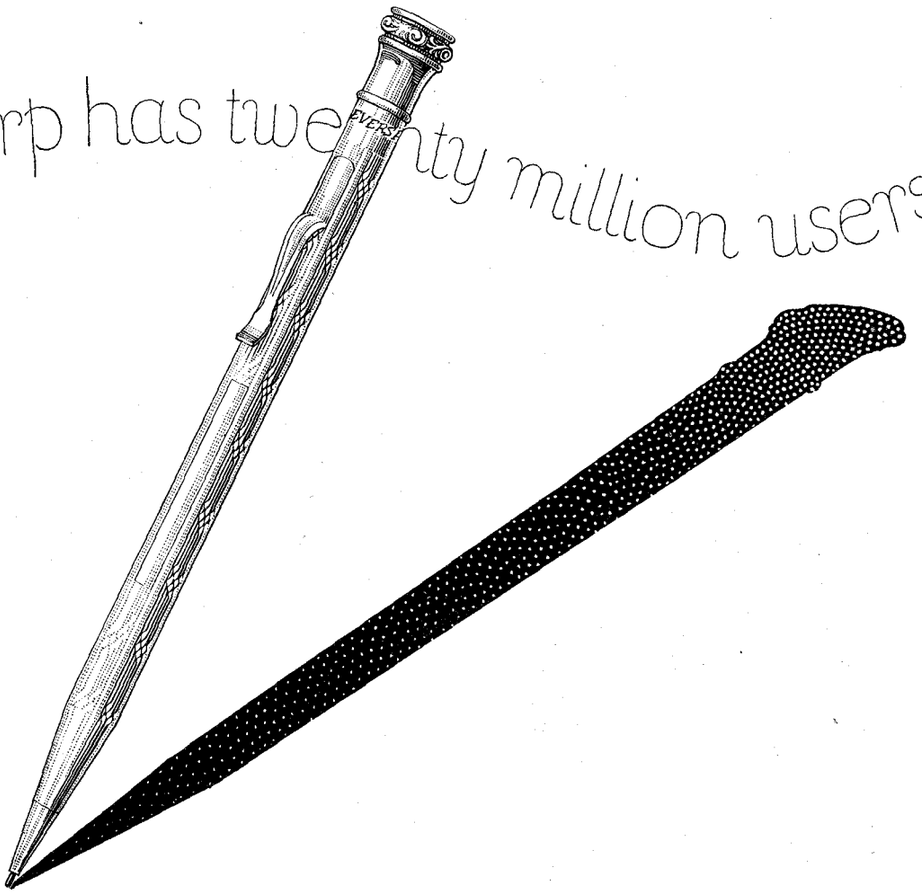
Eversharp has twenty million users



The pencil that grips the lead —at the tip

THE mechanical pencil was not new even to your grandfather.

All the stores of his day had them for sale. Yet everyone *used* wood pencils —and continued to use them.

Then came the change.

Millions of people almost immediately started using Eversharp. Why?

Why was Eversharp at once accepted by able and successful men and women everywhere? What did Eversharp have that mechanical pencils had lacked?

The *rifled tip*. This tip grips the lead *at the point*. The lead can not wobble or turn. So Eversharp writes as smoothly as a wood pencil.

And it is ever sharp. Durable. Looks well and is convenient.

Now the new perfected Eversharp is adding a few million more to the present 20 million Eversharp users.

This perfected Eversharp does not clog or jam. Reloads in a second. It is a jeweler's product—made like a watch.

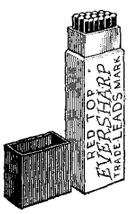
It is the choice of the people who buy the best—the companion of success.

There is an Eversharp model to suit your work and satisfy your pride. Eversharps in working togs priced at $1 and less. Gold-filled or sterling models harmonizing with a good watch and correct personal articles, $3 to $6. Other models up to $45.

Eversharp is matched by Wahl Pen. Like Eversharp, it is a world standard—a highest value personal purchase, an ideal gift.

One of the thirty thousand Eversharp dealers is just down the street.

Red Top Leads are the smoothest quality—perfect in size, and economical. Made in black (7 grades), red, blue, green, yellow, purple copying. At all dealers.



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PERSONAL · GLIMPSES

SWEETENED "REDS" AND REBELS OF YESTERYEAR

"WORKERS OF THE WORLD, ARISE!" screams the soap-box orator. He leans far out over the apathetic, haphazard crowd and waves his long arms frantically. They gaze at him with placid friendliness, chewing the gum of metropolitan sophistication. By and by,

Courtesy of *Collier's, The National Weekly*

A MUCH-CHANGED ADVOCATE OF VIOLENCE
"Sweet Marie" Ganz once, revolver in hand, led a howling mob down Broadway, bent on assassination. Now, a few years later, she has become "a picture of complete domestication."

they will go to a movie, but this is good, too. "Capitalism must go!" proclaims the speaker. His young face glows with the fire of his ideas, and his eyes flash. But the crowd does not catch fire. Another time, perhaps, there is a strike on, some crisis in local conditions, suffering "beyond the railroad tracks," and the crowd does catch fire. Down the street goes a hoarse, yelling mob, the young man flailing his arms in the midst of it. Like breakers they dash against some stone wall or other, like breakers they rise higher for a moment and then subside till in a few hours, or a day, or a week, the excitement is over.

Why are these orators and leaders of mobs so young? What becomes of the old ones? These are questions every one has asked himself. He remembers the young agitators of ten years ago. In those days the crowds were more likely to catch fire. There was more often heard from a mob, not the cheers or the roars of ordinary excitement, but the high, long-drawn snarling note that sends a veteran policeman blocks away, off on the run, tugging at his hip. He knows he will find "Trouble."

Where are the leaders of those days, asks Arthur Robinson in *Collier's Weekly*. Where is "Sweet Marie" Ganz, who threatened to shoot millionaires on sight? And where are "Spitfire" Becky Edelson, and "Wild Joe" O'Carroll, and Elizabeth Gurley Flynn, and Emma Goldman, and Arturo Giovanitti, and Frank Tannenbaum, and "Romany Marie" Youster, and the "Hobo Poet," Adolph Wolff? Mr. Robinson mentions others—Charley Plunkett, Alexander Berkman, Carlo Tresca, Arthur Caron and Elinore Fitzgerald. They were well-known names at one time. They were the singular young folk who kept New York and the country at large in a more or less active turmoil, found themselves often in jail and oftener on the front pages of the newspapers. Here is a typical picture the writer calls back to us:

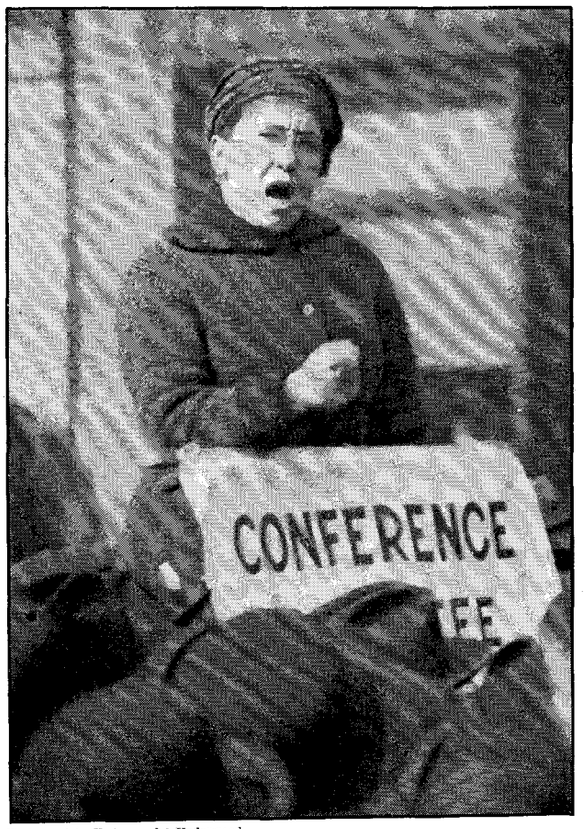
One afternoon, about ten years ago, a young woman of twenty-two stood on a ledge in front of the statue of old Ben Franklin in Park Row, New York. In her hand was a crumpled newspaper which told of a catastrophe in a Western mining town.

"One man in this city," shouted the young woman on the ledge, "is guiltier than all others for what has been done out there, and he must no longer live!"

A crowd had gathered around the statue to hear her. It swept close to the ledge in an embracing cheer of fanatical approval. The feverish spark of the young woman's Red convictions ignited and spread, and suddenly a pistol was thrust into her hands.

"I am going down to kill the guilty man!" she screamed.

She jumped from the ledge and ran down Park Row into



Photograph by Underwood & Underwood

EMMA GOLDMAN IN HER "RED" DAYS
Some experience in the "Red Paradise" of Russia, however, resulted in such a change of heart that she is said to look upon this "reactionary" country as quite a pleasant place to live in.

lower Broadway. The crowd went roaring behind her, growing at every step. At a certain building she stopt. A glimpse of her pistol persuaded the elevator-runner to take her up. She announced herself to a secretary. "Marie Ganz," she said, "calling to see the boss." The secretary paled and disappeared

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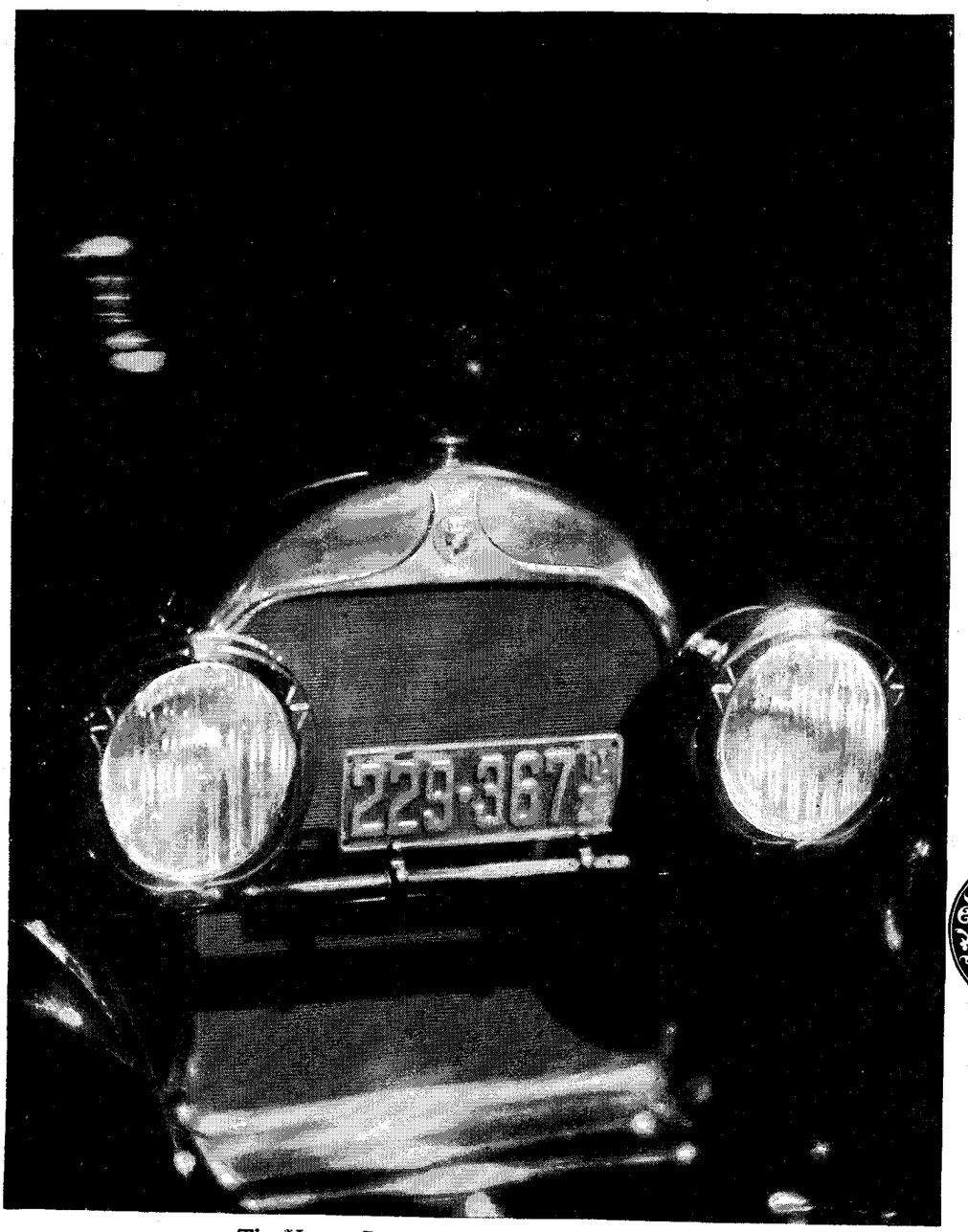
Standard of the World



The Human Desire to Own the Best Suggests—
the Cadillac

V63

C A D I L L A C

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Photograph by International Newsreel

JAILED FOR VIOLENCE

Frank Tannenbaum, formerly "a spectacular addict of violence," has become a sociologist, a scholarly liberal—and a father.

into a labyrinth of rooms which led to a private office. But "Sweet Marie" Ganz—so called because of an intriguing smile and engaging personality—seemed to be in a tremendous hurry. She tried to catch up with the startling announcement the secretary was making to his employer. She stalked through the elaborate channel of connecting rooms after the secretary. But a heavy door slammed and locked behind the man she was hunting. Sweet Marie did no shooting that day.

That was a time when a tidal wave of unrest swept the world. Soap boxes were to be seen in almost every public square. Leon Trotzky had been chased out of Russia and was drinking coffee in his old haunts on the Lower East Side of New York with other revolutionists. Anarchists gathered at the offices of *Mother Earth*, the Anarchist organ, and other places, and devised ways and means for striking the blow which they intended should be heard around the world. Secret Service agents cooperated with the New York police. But the red flag of discontent still flapped furiously in the breezes of freedom.

Strikes flourished. Bombs were manufactured and set off. The army of rebels, under Emma Goldman and Alexander Berkman, the arch-anarchists, grew and grew.

Wild, pop-eyed rebels they were—most of them fiercely sincere in their beliefs. And wild and insane were the things they did or tried to do for the thing they called their "cause."

What changes, if any, asks Mr. Robinson, have come over these rabid Reds, and their various and sundry philosophies? What are they doing now, as compared with that day of rampant Socialism, Radicalism, Communism, Anarchism—a period which knows no parallel in our history? The writer forthwith proceeds to investigate this matter. His first inquiry naturally is for "Sweet Marie." Where is this young woman who once, backed by howling sympathizers and frantic sightseers, set out to "plug a plute"? Is she still a fiery rebel battling for her cause? Here is the answer:

"Sweet Marie" Ganz, possibly the most picturesque of all the agitators of that day, is nothing of the kind now. Of an afternoon, if you should happen to be over in the deep tangled wildwood of Brooklyn, in a quiet residential district infringing upon Flatbush, you will find her placidly wheeling a baby carriage, a little stouter than she was in her stormiest days—a picture of complete domestication. "Sweet Marie" dabbles not with pistols and violence, but with such absolutely necessary things as rompers. She is married to Nat Ferber, young social worker, now a newspaper man, who led her out of the red wilderness of anarchy and persuaded her to see the light.

"Sweet Marie" has been tamed by time and circumstance. Her days in prison are remembered, but she would prefer to forget. The volcanic little firebrand of 1914 is now a rebel in retirement—one of the millions of plump mothers whose sole absorbing occupation is motherhood. She is more interested, just now, in teaching her three-year-old daughter how to ride a bicycle than she is in capitalists. Like most of the agitators of ten years ago, she no longer believes progress is dependent upon violence. She now abides by the protest provided by the ballot. On Election Day she voted for La Follette.

"In the old days," she says, "when I worked in a sweat-shop, my mind and heart were outraged at the distress I saw. I couldn't understand why society permitted such things, and I can't even now. It wasn't that I believed so much in anarchy that I associated with Berkman, Caron, O'Carroll, Goldman, Tannenbaum, Edelson and the rest. I was concerned almost entirely with the poor and the problems with which they had to contend. I knew just how they suffered because my family suffered the same way.

"Politics didn't interest me particularly. I worked with the radicals because they protested vigorously and violently instead of submitting to conditions and to the hypocrisy of professional politicians. With the exception of Emma Goldman, I respected the sincerity of nearly all those with whom I worked. Goldman, I always thought, was insincere. She went around the country lecturing and living comfortably while the rest of us—her 'comrades'—starved and waged our fights on empty stomachs.

"More than anything else, perhaps, it is an empty stomach that makes a real radical. This is a fact which should compel vital attention even to-day."

Almost "Sweet Marie's" counterpart in the hectic days of 1914-1917 was Becky Edelson. She, too, was young and spectacular. "Sweet Marie" could excoriate you in violent terms, but her teeth would flash in a smile. Becky spoke through a black scowl of indignation. She was vituperative, direct, defiant. For this reason she was called "The Spitfire."

A few minutes after her

Photograph by International Newsreel

"THE SPITFIRE"

At least Becky Edelson deserved the title a few years ago, but now, as wife and mother, she is called "thoroughly domesticated."

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THREE LIVELY "REDS" OF THE PAST DECADE

Carlo Tresca, Elizabeth Gurley Flynn, and "Big Bill" Haywood were much interested in direct action, including strikes and violence, a few years ago. Time, experience and the police of various cities have tamed them, and they have no successors.

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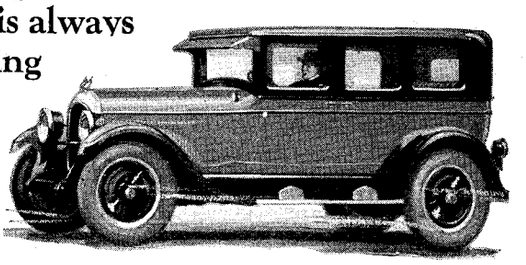
People Who Look Like Abraham Lincoln

The external appearance of the Chrysler and its external advantages are certain to be reproduced in other cars. Perhaps they should be. The low hung comfort of the Chrysler, the low roof, the graceful lines, the conservation of space, weight, height and length—all these are assets which every motorist is entitled to enjoy. But this of course is only the outer covering. The more vital thing is the thing which makes the Chrysler go—the thing which makes it almost as lively and virile as though it were animate. Several million dollars worth of entirely new machine tools, jigs, and dies, especially designed to produce these unique and vigorous Chrysler qualities, went into the making of the car. But even more emphatic than that—the real Chrysler motive power—were the engineering brains and experience which patiently, painstakingly, labored to create the Chrysler for four years before. An institution like the Chrysler—in organization, in manufacturing facilities, in rigidly trained craftsmanship—is hard to reproduce without the same patience, the same long period of loving labor. There is always a thrill when we encounter in moving pictures a realistic reproduction of Abraham Lincoln. But we do not expect the actor to be Abraham Lincoln—but merely to look like him.



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Division of Maxwell Motor Corporation
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CHRYSLER SIX

All Chrysler Six models are equipped with special design six-ply, high-speed balloon tires.

The Touring Car, $1395; The Phaeton, $1495; The Roadster, $1625; The Sedan, $1825; The Brougham, $1965; The Imperial, $2065; The Crown-Imperial, $2195; The Royal Coupe, $1895. All prices f. o. b. Detroit subject to current government tax.

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release from jail, whither she had gone on a charge of disorderly conduct incident to an invasion of the Rockefeller estate at Tarrytown, New York, Becky mounted a platform and cried, "I am fighting for humanity and expect some day to give my life for it."

That day, apparently, has not come. Becky, too, is a rebel in retirement. She is the sedate wife of Charles Plunkett, an instructor in the department of biology at New York University.

Like "Sweet Marie," she has been domesticated. She has a small son who attends a private school in New Jersey, while the mother assists her husband in the pursuit of his Ph.D. degree at Columbia.

It was she who originated the hunger strike in this country. She did this following her imprisonment for denouncing the flag when war with Mexico seemed imminent. In the famous Union Square riots she stept into the face of charging mounted police and took blows on her head from clubs intended for "Wild Joe" O'Carroll, and was almost killed. Her husband had just come out of Cornell University. He took part in most of the riots and mob scenes of those days.

"My view of things from 1914 to 1917," he now says, "was that of the biologist or scientist. I was interested in people and things and social systems as molecules and atoms. The other radicals derived their emotional energy from their natures and fed it upon literature. Consequently my background was always different from that of Mrs. Plunkett and the other radicals. Curiously, I now find that almost 90 per cent. of scientists are radicals in thought when, indeed, they should be most conservative, knowing that human progress is a matter more of mechanics than anything else. Machinery will ultimately free the poor from their present economic thraldom. I know now the futility of the methods we employed and the defects of our thinking. I suppose it may all be attributed to the emotionalism of the young and to general restlessness."

The parade of rebels in retirement continues. Emma Goldman and her anarchical adjutant, Alexander Berkman—where are they? They sailed for Europe, Mr. Robinson reminds us, barred from returning to this country. It was Russia they were bound for, Soviet Russia, and they chanted songs in praise of the Paradise for which they were headed. One of the saddest cries out of all sad Russia was the recent appeal of Emma Goldman to America. Readers of that interview will remember her description of the espionage, oppression and downright suffering she had experienced at the hands of the Bolsheviks. She, the Red Radical in America, the Great Friend of Soviet Russia, was looked upon in Moscow with suspicion and hatred. Where conservative Uncle Sam had allowed her to address packed thousands with the tale of his deficiencies, the Bolsheviks clamped down such an iron hand upon her that she dared not whisper the slightest criticism of Russia to her closest friends.

"Big Bill" Haywood was one of the most dynamic and picturesque figures among all the radicals of before-the-war days. As the moving spirit of the I. W. W., the much-feared "Wobblies" of the West, he was a storm center in crisis after crisis. The writer reminds us how at the height of his fame he was jailed by the Federal authorities on a charge of "seditious actions" in war time. Jumping his $20,000 bail he fled to Russia and was apparently received with open arms by the Bolsheviks. Dispatches later described him as being at the head of a great cooperative industrial scheme in the heart of Russia, one of the trusted leaders among the Soviets. Then came stories of his breakdown, of accusations against him of inefficiency, and of accusations on his part of the jealousy and persecution of the Red commissars. In a little while he was reported sick, friendless, and alone—a disillusioned wanderer.

Only recently came an unverified dispatch which may picture his dramatic exit from the stage. A gaunt hulk of a man in rags, so the story goes, limped into a little hamlet in the Caucasus one raw snowy twilight. It was "Big Bill," fleeing out of Russia from the Bolsheviks, now his enemies, and striving desperately to regain the comparative freedom of the United States and Leavenworth Prison. Hardly tarrying to gulp a glass or two of scalding tea, he pushed on south. His great figure was instantly blotted out in the driving snow, and was seen no more. Mr. Robinson continues with the tale of other radicals:

Elinore Fitzgerald, secretary to Berkman when he was editing *Mother Earth*, is now general manager of the Provincetown Players, south of Washington Square in New York, and her sister Cora is treasurer. Both have contributed to the rise and development of Eugene O'Neill and other young playwrights.

Elizabeth Gurley Flynn, another active figure in the riotous days of restlessness, is associated with the Civic League in New York and helps to edit a magazine of protest which is patronized by "fine names." Her methods have also changed. Tho still in intellectual revolt, she uses the written and spoken word as a means of expression.

"Wild Joe" O'Carroll, a fiery young Irishman, who precipitated the Union Square riots and was run down and almost killed by the police, is, according to his friends, in California, dying of tuberculosis. He was a fiercely sincere radical whose philosophy was derived from an emaciated system and an empty stomach.

Frank Tannenbaum, formerly another spectacular addict of violence, is living in scholarly activity; is married and the father of a child. It was he who served a year at Blackwell's Island for leading a mob of unemployed in an invasion of a church, and demanding food, clothing and shelter for his followers. Upon conviction he bitterly denounced the judge, jury and all the instruments of the law. After serving his sentence he attracted attention by heckling Thomas Mott Osborne, former warden at Sing Sing Prison. Later he had himself admitted to the prison for the purpose of observing the institution. While there he was shot at when he undertook to test the vigilance of the guards by trying to escape. Then he created astonishment by entering Columbia University. He was elected to Phi Beta Kappa on graduation with highest honors in history and economics. He was inducted into service in the war and organized a class at a military camp in Georgia. He discust the ideals and issues of the war and attracted much attention. Several times he was called to Washington. After the war he returned to Columbia. Now he is a specialist on prison reform, and has written a book and essays on it. He, too, is a rebel in retirement.

"Do you feel the same way about social problems now as you did when you led the unemployed into the churches in 1914?" he was asked.

This was his answer: "I have broadened considerably since then. I have added many things to my intellectual make-up. In 1914 I was convinced I had the key to heaven and that no one else's key would fit the lock. Now I know that others will.

"I am still a Socialist. The social problem is not a Gordian knot that can be cut by one sweep of the sword. In 1914 we had great unemployment. So far as unemployment is concerned, to permit starvation is a greater crime than is the property crime of stealing. It's not only criminal but preposterously stupid. I believe that society ought to provide the unemployed man with an opportunity to make his own bread with the sweat of his brow. However, I think it is pretty definite that we are progressing."

To this it may be added that Tannenbaum is now described as a liberal rather than a radical—a change which seems to have come over most of the rebels of 1914–1917.

It was because of their loyalty to Tannenbaum and their appreciation of his zeal and sincerity that a number of his companions had their skulls cracked in a pitched battle with the police in New York during this period. Tannenbaum, at that time, was in prison, and his associates held a meeting at which they waved red banners bearing the words, "Tannenbaum must be freed!" and "HUNGER!" at the police. More than 400 patrolmen, detectives and mounted police combated the radicals and the thousands of curious bystanders sucked into the whirlpool of the fray.

Among these arrested for participation in this riot were Arthur Caron, Vincenza Minella, and Adolph Wolff, "The Hobo Poet and Artist." Of these Caron is dead; he was killed, with Louise Berger, Marie Chavez, Charles Berg, and Carl Hanson, by a bomb believed to be of his own making.

Minella's ardor has subsided and he is now "doing the best he can" as a writer. Wolff, never much of a poet, is painting. Floyd Dell, Leonard Abbott, and Arturo Giovanitti are finding outlets for their social emotionalism in writing real literature, The theory is advanced by "Romany Marie" Youster, sister-in-law of Abbott, that the rebels of yesteryear, instead of attending "meetings," may now be found at the art galleries along Fifth Avenue.

Arthur Cæsar, playwright, was at one time a mild rebel. He is a graduate of the Yale Law School, and studied at several universities abroad. Before America entered the war he enlisted with the Foreign Legion and was one of five men who volunteered to submit to inoculation of the mysterious and deadly trench-fever germ. Of these he was the only one to survive.

"Most of the radicals," he says, "were unquestionably sincere, but the trouble with them was that they suffered, subconsciously at least, from an exhibitionist complex. They thrived psychologically on publicity and excitement. Still, they had a deep and genuine sympathy for the poverty-stricken submerged tenth and really did good. They exposed conditions which needed exposure."

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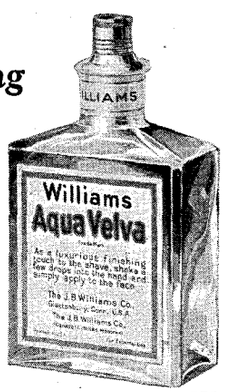

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Digest 1-31-25

FOLEY, LAST OF THE OLD-TIME TAMMANY BOSSES

HE "put over" his friends and defeated his enemies—he was a man. So runs the popular epitaph of "Big Tom" Foley, for years boss of lower New York, with whose passing, most New York commentators agree, the last of the old-time Tammany leaders has been gathered to his fathers. "Al" Smith was his particular find, his protégé, his pride. His money, so long as he had any, belonged to his friends, he announced in the course of a trial in which it was testified that he had carelessly lent some $150,000, without note or surety, to an old crony. Like "Charlie" Murphy and many other Tammany bosses, he "got his start" as a saloonkeeper. He believed in, and practised, "honest graft." He fought William Randolph Hearst to a standstill, and had the final joy of seeing his protégé, Al Smith, victoriously elected Governor of New York State, in spite of a Republican landslide. For at least half of his leadership, which lasted over twenty-four years, he was the most powerful individual leader in Tammany Hall, recalls a writer in the New York *Evening World*, who briefly summarizes his career to this effect:

A politician of the old school—"a damned fool all my life," he recently described himself in a court proceeding—his only creed was to do something for his friends and for the people of his district, and in that line of endeavor his activities were wide-spread to an astonishing degree.

As the old American and Irish families began to desert the First District at about the time Mr. Foley became leader, they scattered all over Brooklyn, Manhattan and the Bronx, but they always kept in touch with the Foley organization. And the fact that old friends moved away made them none the less old friends of Tom Foley. They turned to him when in trouble, when in need of advice, when in need of jobs, and he never failed them. In that way his influence was strongly felt in many Assembly Districts remote from the Manhattan end of the Brooklyn Bridge.

Next to Charles F. Murphy, Mr. Foley had the most discerning political mind in the Tammany organization's leadership. He was in closer touch with the trend of thought of the people of Manhattan and Brooklyn than any other leader, because his acquaintance was wider, his sources of information more numerous, and his judgment extraordinarily well-balanced.

Mr. Foley was born in Brooklyn seventy-three years ago. His father died when he was thirteen years old, and he had to leave school and go to work to support his mother and three sisters. He was a big, strong boy, and his strength was later developed by work as a blacksmith's helper.

He located in the First Assembly District—the old Fourth Ward—fifty-four years ago, opening a saloon in Oliver Street near the water-front. This was shortly before the advent into the First District of a boy destined to greatness—Alfred E. Smith.

From the time of his location in the water-front district, Mr. Foley was active in Tammany politics, but for many years he confined himself to his election district, of which he was captain. At the time of the consolidation of the greater city he had achieved prominence enough to be elected to the City Council—a legislative branch of the city government which soon was legislated out of existence. He served as Councilman four years, and in 1901 was elected Alderman, serving one term.

Foley paid a visit to Ireland in 1906. In the meantime the feud between William Randolph Hearst and Tammany Hall had become extremely bitter. Seeing a stiff fight ahead, as the report runs:

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HE RULED BY BEING KIND

"Big Tom" looked after the people in his bailiwick and they looked after him. He was a master of practical politics as practised by Tammany

Tammany nominated Tom Foley for sheriff in 1907. The Hearst organization put up Max Ihmsen, one of the editors of the Hearst papers.

The Hearst press outdid itself in a campaign of abuse. The attacks upon the Tammany candidate were probably the most vicious that have been made in this city in this generation. The Tammany candidate won by 25,000 majority.

It was this campaign which established the hearty and deep-rooted enmity and contempt which Tom Foley held thereafter for William Randolph Hearst—a hatred and contempt which, aided and abetted by similar sentiments entertained by Alfred E. Smith, have effectually thwarted the political ambitions of Mr. Hearst ever since.

In pursuance of a plan to seize control of the Tammany organization, Mr. Hearst, using as agents Clement and Eugene Driscoll and Michael Rofrano, former Foley protégés, set up a rival organization in the First Assembly District called the Home Rule Democracy. In the tumultuous times

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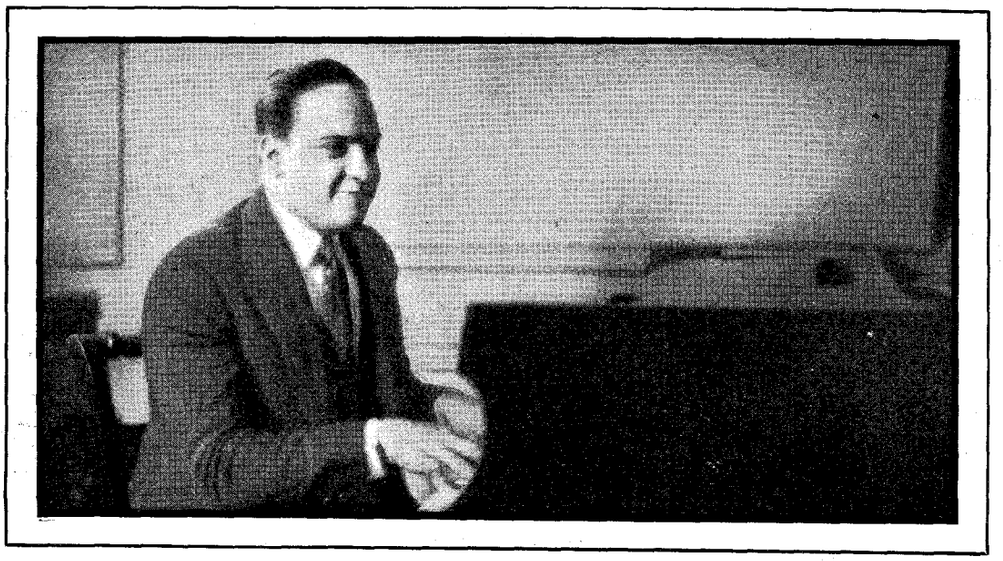

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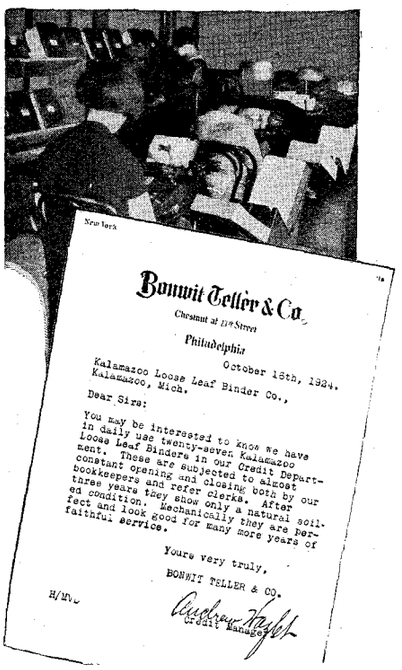

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PERSONAL GLIMPSES
Continued

which followed three of Foley's lieutenants were murdered and fights between members of the rival organizations were almost of daily occurrence. Rofrano himself was accused of murder, but was cleared.

The Home Rule Democracy faded out and for the last ten years the leadership of Mr. Foley was undisputed. Soon after his accession to the leadership, he opened another saloon—quite an elaborate place—in Center Street, opposite the Criminal Courts Building, which was for many years the favorite down-town meeting-place of men prominent in politics and the law. When he was elected sheriff, Mr. Foley sold out his saloon interests and never thereafter regained them.

In the twilight of his life Mr. Foley was again put through the abuse mill of the Hearst press because of his relations with Fuller & McGee, the bankrupt bucket-shop operators. Investigation in the failure of the firm established that shortly before the crash Thomas F. Foley had loaned it $157,500.

Mr. Foley, on the witness stand, said that $10,000 of that sum was his own money, which had been repaid. The balance he had, in effect, borrowed from Charles Stoneham, owner of the New York Giants, and turned over to the brokers.

Mr. Foley's testimony was doubtless amazing to those who were unfamiliar with his standards of life and conduct. He said money never meant anything to him; he had been giving it away all his life. He swore that there had not been a line of writing to denote obligations in all the transactions between Fuller and McGee and Stoneham and himself.

He helped the brokers, he said, because McGee's former wife, Nellie Sheehan, was born down in the Fourth Ward, and he had known her from childhood. He took no notes, he said, from Fuller or McGee.

"Do you expect the average man-on-the-street to believe that?" asked Carl J. Austrian, one of counsel for the creditors of the bankrupt firm.

"The narrow people won't believe it," responded the old Tammany leader. "But the men of the world who have traveled the road of experience will believe it."

The old boss "was always at heart the Tammany leader of the old time," says the anti-Tammany New York *Herald Tribune*, "believing in the right of the organization to govern New York by whatever methods necessary to obtain control, and convinced that all reformers were mere meddlers, whose suppression was the duty of every loyal Tammany man." He gathered from the rich and gave to the poor. He fostered his men and measures with sagacity and determination, combined, as candid critics admit, with the dubious methods that made Tammany powerful. Governor Smith said of him: "It was as if he had been my father," and the East Side streets, where he kept an apartment up to the day of his death, were too small to hold the throngs who came, most of them with personal memories of him, to pay tribute on the day after his death.

The New York *World*, which bitterly opposed him and all he stood for, from time to time, prints, as an editorial, this letter of appreciation from a personal friend of the dead leader:

Thomas F. Foley has been caricatured, criticized, condemned by political opponents who feared him, and by eminent citizens with reform theories who did not know him. That is the fate of every strong individual in every age. In estimating the contributions of Tom Foley to the welfare of New York and to the making of this metropolis what it is, the verdict should be based on the net value of his life's conduct, whether he had given more than he has taken, whether he has helped more than he crusht down, whether he has upheld law and order more than crime and disorder, whether New York is better or worse for the unofficial rule he has exercised over the mixed elements of Lower Manhattan.

My firm opinion, derived from acquaintance, association and study of all that made up the last stronghold of Tammany's old feudal system, is that Tom Foley died with New York indebted to him for contributions to the city's welfare that far outnumber the debits that can be charged against him.

For twenty years it has been my annual custom to spend part of Election Day in the Second District, joining a little reunion party consisting of Tom Foley, Al Smith, Dan Riordan (who died a few years ago), John Gilchrist and Judge Nolan. They were all protégés of Foley, his discoveries, his making. Smith would not be New York's great Governor but for Foley's tutelage. Riordan would not have been Tammany's leader in Congress for years but for Foley's guidance. Gilchrist would not have been sheriff, now head of the State Tax Commission, an able, spotless administrator, but for Foley's teachings. Nolan would not be the trusted Judge of the East Side melting-pot but for Foley's backing.

Cherry Hill, once the by-word for toughness and crime, is in the Second District. There is no danger, no crime, no disorder in the Second District to-day. Down under the shadow of Brooklyn Bridge and around Chatham Square property and life are safer than in the White Lights of Broadway. Yet the region, and its tributaries along the East River front, is the veritable melting-pot of races. In the district Foley was king of the Jews, he was the Mussolini of the Italians, the lord of the Greeks, the idol of the Irish and the boss of the Americans.

From first to last, he was of New York and for New York, the helper of the suffering, the friend of the first offender, the foe of the crook who double-crossed, the defender of all women, regardless of class or social status. When he sinned, in the eyes of reformers, his was the deliberate sin of faith and conviction. When he mixed with and helped the criminal out of the clutches of the law, he believed he was eventually saving a man.

His last political act was to use every effort and every means within his scope to make sure that Al Smith, his protégé, his pride, was again elected Governor. His last private act was helping an unfortunate derelict for the sake of a suffering family. To me, Tom Foley benefited New York and helped New Yorkers. With all his faults, his greatness of heart, his magnificent, defiant independence, his piratical autocracy made him a man to be admired. I liked him, I miss him, I mourn him, my friend.

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Eat your A B C's

THE most daring raider that sailed the seas during the World War was forced to dash for port after more than eight months of buccaneering—with more than 100 of the crew sick unto death and the remainder on the verge of the same peculiar illness.

What had happened? All had been rugged, picked men. They had lived well, seemingly, during their months at sea on a fare consisting mainly of meat, mashed potatoes, white bread, sweet cakes, tea and coffee, with occasional treats of fat and cheese. Yet it was found that the lack of certain vital food elements had made these strong men sick! The minerals and vitamins that must be part of a life-sustaining diet were missing. When these were supplied in the form of fresh vegetables, eggs, whole wheat bread, fresh milk and the juice of oranges the men quickly recovered.

Medical authorities are giving more and more study to the prevention and cure of disease by use of proper foods. If we wish to be well, happy and efficient, we must eat the right food.

We eat three supposedly good meals a day—and still we may be starving for the vital elements our bodies need. Some "prepared" foods have been robbed of important health-giving elements which Nature put in them. It is easy to over-eat and still be under-nourished.

Many of our physical ailments could be avoided by giving proper attention to the selection of food. Nutrition is an individual problem and it varies according to age. For instance, the person of advancing years needs a greater amount and a greater proportion of "roughage" than a child—roughage in the form of whole wheat, whole cereals, bran or bulky vegetables and fruits.

Variety in the diet is absolutely essential. Children, especially, need pure milk, vegetables and fruit. An insufficiency of these foods is frequently the cause of thinness and stunted growth.

The mistake that many people make is in neglecting to use enough milk, whole wheat bread, fruits, vegetables and whole grain cereals from which the outer covering has not been removed—rice, wheat, oats, corn, barley—the *natural* foods in which vitamins and minerals are most plentiful. Without them the teeth, blood and bones will suffer, and bodily functions will be interfered with. Without vitamins there can be neither growth nor health.

Make no mistake—the most important health law is the law of keeping well by eating the right food.

According to the American Medical Association vitamins are constituents of our food that are essential to health. Three are known at present designated as Vitamins A, B and C. (see chart below.)

A deficiency of "A" in the diet may result in symptoms of rickets and a disease of the eyes as well as lack of normal development.

A deficiency of "B" may result in the loss of appetite and symptoms of a disease of the nerves called beri-beri.

A deficiency of "C" may result in symptoms of scurvy.

A deficiency of *any* of the vitamins in the diet of children will result in impaired growth and health.

Vitamins in Food

	"A"	"B"	"C"
BREAD, WHITE (WATER)	?	+	–
" , " (MILK)	+	+	?
" WHOLE WHEAT (WATER)	+	++	?
" , " (MILK)	++	++	?
BARLEY (WHOLE)	+	++	–
CORN, YELLOW	+	++	–
OATS	+	++	–
MEAT, LEAN	–to+	+?	+?
BEEF FAT	+	–	–
MUTTON FAT	+	–	–
PIG KIDNEY FAT	++	–	–
OLEOMARGARINE	+	–	–
LIVER	++	++	+
KIDNEY	++	++	+?
BRAINS	+	++	+?
SWEETBREADS	+	+	*
FISH, LEAN	–	+	*
" , FAT	+	+	*
" , ROE	+	++	+?
MILK, FRESH	+++	++	+V
" , CONDENSED	+++	++	+V
" , DRIED, (WHOLE)	+++	++	+V
" , SKIMMED	+	++	+V
BUTTERMILK	+	++	+V
CREAM	+++	++	+V
BUTTER	+++	–	–
CHEESE	++	*	*
COTTAGE CHEESE	+	*	*
EGGS	++	+	+?
ALMONDS	+	+	*
COCONUT	+	++	*
HICKORY NUTS	*	++	*
PEANUTS	+	++	*
PECANS	*	+	*
WALNUTS	*	++	*

	"A"	"B"	"C"
TOMATOES (RAW OR CANNED)	++	+++	+++
BEANS, KIDNEY	*	+++	*
" , NAVY	*	+++	–
" , STRING (FRESH)	++	++	++
CABBAGE, FRESH, RAW	+	+++	+?
" , COOKED	+	++	+?
CARROTS, FRESH, RAW	++	++	++
" , COOKED	++	+	+
CAULIFLOWER	+	++	+
CELERY	*	+	*
CUCUMBER	*	+	*
DANDELION GREENS	++	++	+
EGGPLANT, DRIED	*	++	*
LETTUCE	++	++	+++
ONIONS	*	++	++
PARSNIP	–?	++	*
PEAS	++	++	+?
POTATOES (BOILED IS MIN.)	*	++	+?
" (" 1 HOUR)	*	++	+?
" (BAKED)	*	++	+
SWEET POTATOES	++	+	*
RADISH	*	+	*
RUTABAGA	–?	++	+++?
SPINACH, FRESH	+++	+++	*
" , DRIED	+++	++	*
SQUASH, HUBBARD	++	*	*
TURNIPS	–?	++	*
APPLES	+	+	+
BANANAS	+?	+?	+
GRAPE JUICE	*	+	+
GRAPEFRUIT	*	++	++
LEMON JUICE	*	++	+++
ORANGE JUICE	+	++	+++
PRUNES	*	+	–
RASPBERRIES (FRESH OR CANNED)	*	*	+++

\+ ··· contains the Vitamin
++ ··· good source of the Vitamin
+++ ··· excellent source of the Vitamin
– ··· no appreciable amount of the Vitamin
? ··· doubt as to presence or relative amount
* ··· evidence lacking or insufficient
V ··· variable

A WELL BALANCED DAILY DIET

1. Milk—a quart for a child, a pint for an adult—as a beverage or used in cooking. 2. Vegetables—Two daily.
3. Fresh Fruits—At least once daily.
4. Meat, or Fish, or Eggs or Cheese or Beans or Lentils.
5. Bread and Cereals—Preferably whole wheat and other entire grain. 6. Fat—Butter or other fat in some form every day.
7. Sweets—Best when taken in a moderate amount at mealtime.

Keep this page where you can refer to it readily for guidance. If upon your judgment depends the choice of food for your family, remember that you have their health in your keeping.

Good food is not necessarily expensive. The cheapest food is often most nutritious. The most expensive food is frequently harmful. The important thing is wise selection. Select your diet from the Vitamin Chart on this page so that the proportions of Vitamins A, B, C are equally well balanced.

The Metropolitan Life Insurance Company recognizes the great importance of making certain that good food is not spoiled in the cooking and has prepared a practical new Cook Book which tells how to prepare food to obtain the greatest amount of nutriment.

This book, containing hundreds of delicious, economical recipes, is free to all. Your name on a post-card asking for the Metropolitan Cook Book will bring it by return mail.

HALEY FISKE, *President.*

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MOTORING AND AVIATION

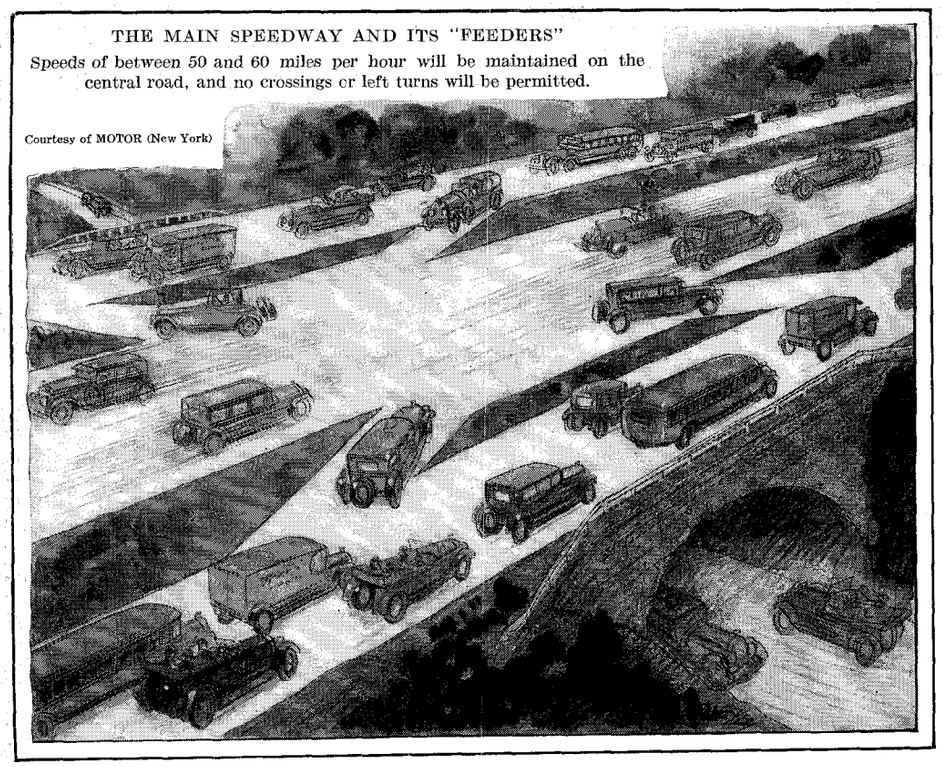
EXPRESS ROADS FOR HIGH MOTOR SPEEDS

ROADS ON WHICH there will be a penalty for low, rather than for high, speed—broad, smooth highways on which the traffic will move at approximately fifty miles an hour—are promised for the traffic-strangled sections of the country. To-morrow's roads, according to the plan proposed and already begun by the California State Automobile Association, will be heavily paved highways, with curves and steep grades eliminated, with no cross-roads, no local traffic, no left turns and no slow drivers permitted. This type of road has already been tested abroad, notably in certain parts of Italy, and between Berlin and the ex-royal suburb of Potsdam. Something of the sort is particularly needed in California where the ratio of automobiles has now risen until there is one car for every 3.6 inhabitants. The project for the new kind of express road, announces H. H. Dunn, in *Motor* (New York), has the support of automotive engineers throughout the State and nation, and California is "starting the ball rolling," with the hope that the idea will find wide-spread adoption. In general, continues Mr. Dunn:

THE MAIN SPEEDWAY AND ITS "FEEDERS"

Speeds of between 50 and 60 miles per hour will be maintained on the central road, and no crossings or left turns will be permitted.

Courtesy of MOTOR (New York)



The plan is to obtain a straight—or as nearly straight as possible—right-of-way between cities. This right-of-way is to be 100 feet wide over all. The outside 20 feet on each side will be occupied by a local paved highway, each one of which will carry one line of local traffic. The central 30 feet of the right-of-way will be filled by the high-speed, trunk-line motorway, with two lines of traffic, one each way.

The 15 feet on each side of this motorway, between it and the local highway, will be occupied at distances of 10 to 15 miles, with sidings, through which connection between the main high-speed motorway and the highways for local traffic is maintained. Between these sidings, this 15-foot space will be occupied by parkways, where possible, otherwise by the bare ground; possibly planted with trees.

Speeds on this through highway will be virtually unlimited, tho the first plan is to hold such speeds within 50 miles an hour, with a minimum speed limit, rigidly enforced, of 30 or 35 miles an hour. The object is to keep through traffic moving, to give fairway for motor-trucks and stages, and to eliminate local traffic entirely from the through motorway. One of the principal hindrances to through automobile traffic to-day is the interference of local traffic between the small towns.

Crossings will be eliminated entirely, by the passing of the motorway either over or under all other highways, railroad-tracks, and so on.

Stops in the cities will be enclosed areas similar to railroad-stations, and there will be motor-bus passenger-stations, and motor-truck freight-stations.

Low speeds will be required and enforced on motorists coming into this motorway from the parallel local highways, or leaving the motorway for such highways.

At cross-road intersections there will be inlets and exits to and from the local-traffic highways on either side, but none to or from the high-speed motorway.

The roughly outlined plan of construction calls for two feet of broken rock and gravel as the basis of this main motorway, with nine inches of concrete on the surface. The fencing suggested will be that known as "buffalo" or "bull" woven wire, high enough and strong enough to catch and at least check the impetus of a car which may, through broken steering-gear or other reason, get off the highway.

The motor-buses of California carried more than 29,000,000 passengers last year, according to Mr. Dunn, and their use is increasing so rapidly it is believed that only by some such method as this can they be taken out of local slower traffic and allowed such rights-of-way as will enable them to handle the increasing number of passengers. Also, he argues:

Motor-truck operators are in need of better travel facilities, and they have come in behind the new plan with all the strength they can muster.

Highways of California and of other States show only about 10 per cent. efficiency, according to a statement issued by the California State Automobile Association. This low efficiency is the result largely of traffic congestion and the resulting slow speeds on main highways.

Clearance from any large city involves very slow driving until distances of ten to twenty-five miles outside the city limits are reached.

The same congestion maintains on many highways approaching these large cities, and segregation of long-distance traffic from the local stream is believed to be the only solution, with the high-speed, trunk-line motorway offered as the first effort at solving the problem.

Altho the contemplated plan uses California statistics as the basis for its figures, similar conditions throughout the country indicate that what is true for California is also true for other States of high automotive registration.

There is now one car in California for every 3.6 inhabitants. If the 66,000 guest cars present in California at this writing are added, it is probable there will be nearly 1,500,000 automobiles in operation there early in 1925.

The recent increase of 47.4 per cent. in the number of cars being driven in California indicates that the time is here when present congestion must be relieved and future conditions provided for.

At San Francisco, for example, where nearly 700,000 persons

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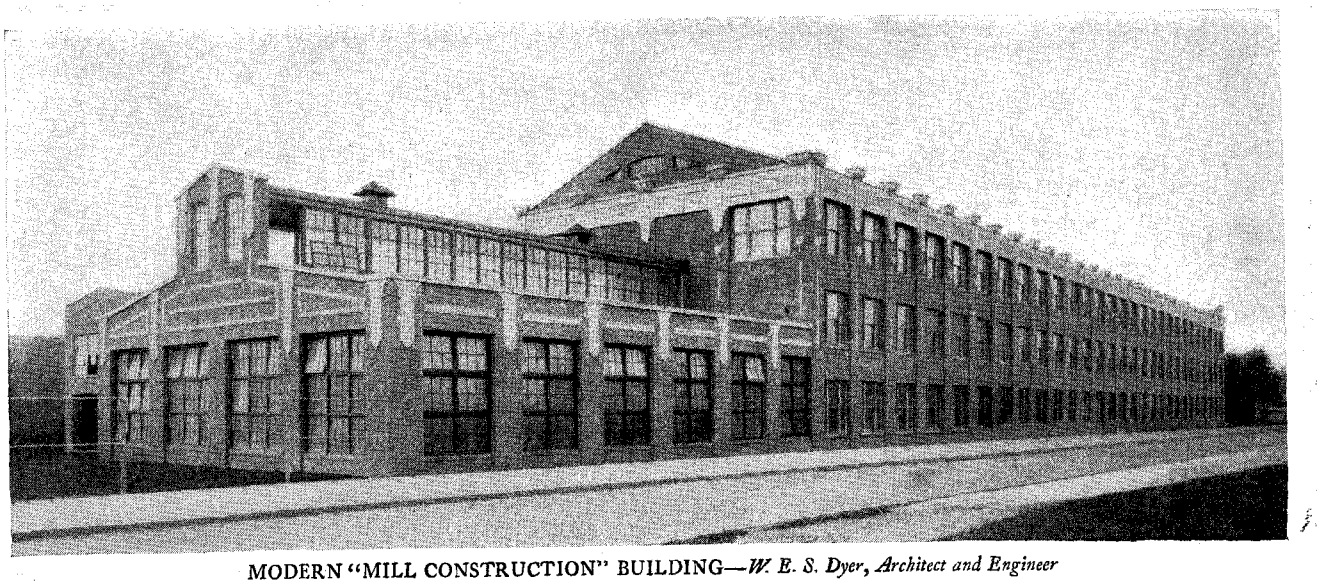
➡Before you build a Factory or Warehouse-see Weyerhaeuser⬅



MODERN "MILL CONSTRUCTION" BUILDING—*W. E. S. Dyer, Architect and Engineer*

Sorting Out The Facts and Fallacies About Industrial Fire Safety

A message to Business Men about Weyerhaeuser-Ideal Industrial Construction

As a result of twenty-five years of experience with so-called fire-proof industrial buildings, in comparison with the old standard "Mill Construction" factories and warehouses, some facts have come to light which may well be pondered by the industrial man who has a building program on his hands.

The only successful, sizable, concerted effort to reduce fires in American industry has been effected in buildings of the "Mill Construction" type.

* * *

As against fire risk from outside, between the "Mill Construction" building and the so-called fire-proof building there is little to choose. Both have fire-safe walls, roofs and doors—and presumably fire-guarded windows.

* * *

Nearly all fires start in the contents of a building.

* * *

For a sprinkler-protected "Mill Construction" building, the insurance costs on building and contents may be *lower* by 75% than in the case of a so-called fire-proof building without sprinkler protection.

In one section of this country there are hundreds of great "Mill Construction" factories protected by sprinkler systems against inside fires, on which the losses from fire over a recent 3-year period have averaged only 3½ cents per $100 of insurance written.

* * *

The "Mill Construction" building costs less to build—which means a saving in interest charges and a further saving in taxes.

* * *

Less money is tied up in factory and warehouse. More is kept liquid for working capital—to be converted into merchandise that can be turned over and over, showing a profit.

THIS is not meant to imply that all the new building should be turned back again to "Mill Construction."

Just when "Mill Construction" should be used is a question to be decided on its merits in each individual case.

It is the function of the Weyerhaeuser Expert Construction Engineer to advise on this matter—whether "Mill Construction" can logically be applied.

Weyerhaeuser was led to study this whole question of industrial construction as part of its program of enlightened lumber service to American industry.

The Douglas Fir mills of the Weyerhaeuser organization are producing selected timbers of the finest possible wood for "Mill Construction" needs.

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Weyerhaeuser has put the results of its study into a book—"Industrial Buildings." This book is for the Business Man."

For his Building Engineer, Architect, and Purchasing Agent, there is another book, "Structural Timbers of Douglas Fir."

These books will be mailed without charge, on request from those interested.

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Weyerhaeuser Forest Products are distributed through the established trade channels by the Weyerhaeuser Sales Company, Spokane, Washington, with branch offices at 208 So. La Salle St., Chicago; 220 Broadway, New York; Lexington Bldg., Baltimore; and 2694 University Ave., St. Paul; and with representatives throughout the country.

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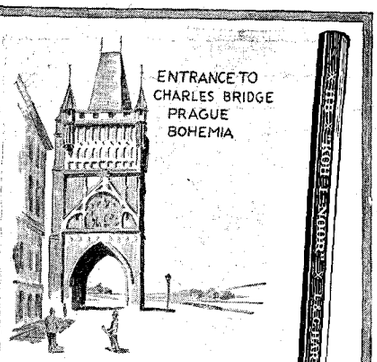

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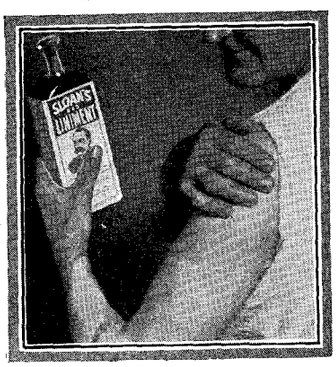

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—kills pain!

MOTORING AND AVIATION
Continued

are located on the tip of a peninsula which has only one highway outlet—a State road leading south—it is necessary to travel beyond San José, 50 miles down the peninsula, before a speed of more than 15 miles an hour can be reached with safety.

Traffic on this stretch of highway, nowhere more than 75 feet wide, is often filled with three and four lines of traffic, moving at 10 to 15 miles an hour, far into the night.

The Association report admits that funds for extensive construction of the high-speed ways which it proposes might not be forthcoming immediately, but that these highways could be built now to points 50 or 60 miles from large cities to relieve the purely local congestion. Los Angeles is cited as another example of a city where exits and entrances to and from the open country are sorely needed.

Objections have been put forth that the increased speed rate of automobiles would heighten the danger to motor-vehicles. On the contrary it would lessen the danger, the association finds. Increase in accidents is not a result of fast driving but of the growth traffic with inadequate facilities to handle that gain. Just as traffic officers now patrol the State highways for violators of the speed laws, they would patrol the speed highways for motorists who did not travel at least thirty miles an hour.

Handling high speeds in automotive vehicles and handling them safely would be the primary motive in construction of the new highways. Fences to keep people or cattle from wandering on the road would be built of wire or wood, six to ten feet high. No crossings of any sort would be permitted save at intervals of ten to fifteen miles where crossroads would be built under or over the speedway.

Entrances and exits, to and from the high-speed highway, constitute one of the major problems, according to the association. The fact that machines must get off and on the highway without forcing the cars that are continuing their journey to slow down their speed, makes it imperative that there be no left-hand turns whatsoever. According to the writer:

A solution of this is offered in the plan of a gradual widening of the highway, starting several hundred feet from one of these exits, to enable a car wishing to use the exit to gradually leave the main road without disturbing the other traffic.

At the exit itself, the motorway would be 50 feet or more wide, giving plenty of room. One-way traffic would be the rule at the exit, guards being posted to see that no one entered the highway there.

Entrances would be constructed very much the same way as the exits, by allowing machines to enter a strip built alongside the main high-speed road and merging into it after a run of several hundred yards. Motorists could drive along waiting for their opportunity to come on to the trunk line when no machines were passing.

The question of crossroads is taken up at length and the conclusion is that they must be built either under or over the main speedway, as railroad-crossings are now built at busy points. Altho this would entail considerable expense in certain parts of the country where the high-speed ways run through suburban sections, the report states that it is essential to the whole project to keep the lines of traffic going at a maximum rate of speed.

Feasibility of the plan in a mountainous country is considered. Presence of steep grades under such conditions would seem to render such high speeds impractical, in the opinion of the association. Certain sections of such country might be adaptable to these highways, but on the whole it would be better to utilize the plan on level and moderately hilly land.

General belief seems to exist in the United States that small towns are anxious to have State highway construction through their limits. The association's statements indicate that this is not true. Where towns and villages were once clamoring for the State to put roads through their confines, they are now protesting vigorously at plans to use their streets as part of the State highway system. The tremendous increase in traffic has brought them a heritage of constant noise, and too often death and injuries from accidents, instead of the augmented revenue they expected.

An illustration is given of a small town 30 miles south of San Francisco, where a village of 1,500 or 2,000 people caused the State to go out of its way two miles to put the main highway through the business part of that town. This was 10 years or more ago when traffic was only a fraction of what it is now. Last month a count was taken at this point and in one day 42,000 vehicles were counted from sun-up to sun-down. A survey of the merchants was made, a percentage of whom stated that this is largely through traffic, and means little or nothing to them as far as business is concerned.

This, according to the association, is one of the strongest arguments for the introduction of such high-speed motorways. The support of the small towns to the project would remove a big obstacle in successful completion of such a plan. The highways now passing through these towns would be left for local traffic.

An interesting parallel is drawn between the present system of highway travel throughout the country and the proposed trunk lines by comparing them to a through train and one which has to stop every mile or so at different crossroads. Through service on the highways appears to be approaching just as through service systems superseded the old system on the railroads.

State ownership of the land on which the high speedways are to be built is advocated. These highways and the land of which they are built should be safeguarded under future legislation so they may perform their function of serving the greatest number of people in the most efficient manner.

The question of where such proposed highways throughout the United States should be constructed indicates one from Philadelphia to New York, from Chicago to Detroit and from Los Angeles to San Francisco. To start such enterprises, the roads would be built out from each terminal city for a distance of 50 miles or more, and eventually extended until they met.

Looking further to the future, national supervision and construction of high-speed ways is contemplated as both desirable and necessary. A vision is given of a great system of these roads stretching from one end of the country to the other. With the rapid strides taken in transcontinental travel, and the constant increase in efficiency of motor-cars, the day of long-distance travel by automobile on high-speed highways is coming closer each year.

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BRITAIN'S NEW AIRSHIPS TO DWARF ALL OTHERS

TWO huge airships, each approximately twice as large as our own *Los Angeles*, at present the largest air cruiser in the world, are being laid down in England, reports Clair Price, for a new mail and passenger service to India. Inauguration of this service will undoubtedly, we are told, mark the beginning of a new epoch in aeronautical progress. The huge distances covered, the power and capacity of the big ships, the great saving in time—from fifteen days to five or six—these are changes that may be called revolutionary. And yet the new service is a direct development of that line of great airships, begun by Count Zeppelin in Germany, which reaches its present culmination in our own *Shenandoah* and *Los Angeles*. The larger of the two new British giants, incidentally, is to carry seven engines, developing a total of 4,200 horse-power, or more than twice the horse-power developed by the engines of the *Los Angeles*. The gas capacity of the British ships will be 5,000,000 cubic feet, just twice the capacity of our largest ship. Dealing with the new air monsters in detail, Mr. Price writes to the New York *Times:*

One is being built at Howden by the Airship Guarantee Company, in which the British Government, the Vickers firm and the Shell Oil group are interested. It has received the official type number of *R-100* and is to be delivered, ready for the India service, in September, 1927. The other, *R-101*, is being built by the Government in the Royal Airship Works at Cardington. and the assembly of its parts is to begin late next summer. It is to be ready for its home trials by the end of 1926 and is to go into the India service early in 1927.

The *R-101* is to be a little the larger of the two. Its approximate over-all length is to be 720 feet and the length of the *R-100* is to be 695 feet. The *Shenandoah's* length is 680 feet and the length of the *Los Angeles* is 660. The maximum diameter of the *R-101* is to be 130 feet, two feet less than that of the *R-100*. The maximum height of each is to be 140 feet. The total lift of the *R-101* is to be 155 tons, three tons more than that of the *R-100*. Of this load, 75 tons are to be available for fuel, food, mails and passengers, as compared to the corresponding figure of 50 tons for the *Los Angeles*. Twenty tons, it is estimated, will be available for mails and passengers on the 2,500-mile run to India. Plans are being made for accommodation for 100 passengers, sleeping in two-berth cabins, with dining, recreation and smoking quarters on a separate deck. Officers' and crew's accommodations are to house four officers and fifty men. In time of war, when the *R-101* is to go into reconnaissance duty with the British Navy, it is to be able to remain at sea for a maximum time of three weeks.

Both the *R-100* and the *R-101* are projected as the first steel airships, stainless steel to be used for their girders instead of the duralumin which airships have previously used. The seven propellers, which are expected to give each of them a speed of seventy miles an hour (approximately the same as the speed of the *Los Angeles*), are also to be of steel to meet the tropical heat to which they are to be subjected. Both

THIS IS THE DAY OF PREVENTION
Today danger is marked wherever it exists—on railroads and highways, on land and on sea. Civil officials, as well as medical and dental authorities, are designating Danger Lines that demand our constant respect and attention.

Stop Decay at The Danger Line

MEDICAL and dental authorities agree that preventive measures are far more desirable than curative medicines. That is why dental authorities have persistently called attention to The Danger Line on our teeth.

Whenever you eat, food particles collect in the tiny V-shaped crevices that form The Danger Line. Then they ferment and acids form which attack the teeth and gums. Pyorrhea may result. Serious illness—rheumatism, heart and kidney trouble—these are among the physical disorders resulting from infection due to Acid Decay at The Danger Line.

But you can prevent Acid Decay and reduce the peril of Pyorrhea by using Squibb's Dental Cream, made with Squibb's Milk of Magnesia. For Milk of Magnesia is approved by all dentists as a safe, thorough means of counteracting the acids which attack the teeth and gums. Squibb's Dental Cream, besides preventing Acid Decay, soothes and strengthens tender gums, relieves sensitive teeth, cleans thoroughly and promotes the hygiene of the entire mouth.

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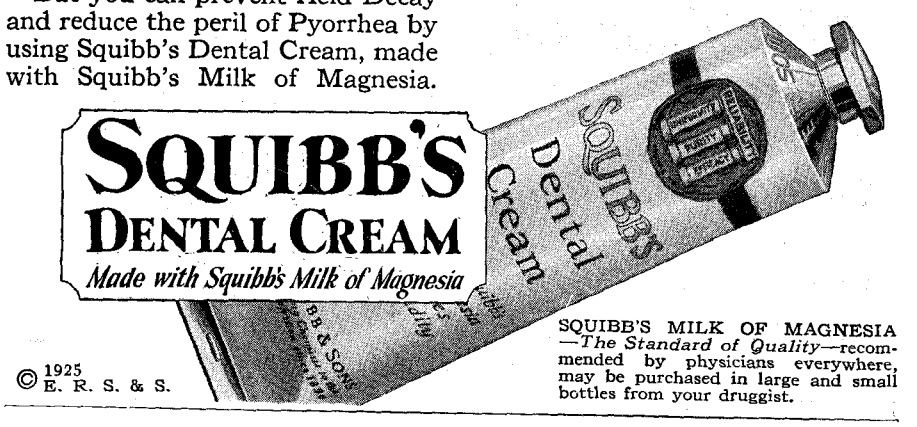
Made with Squibb's Milk of Magnesia



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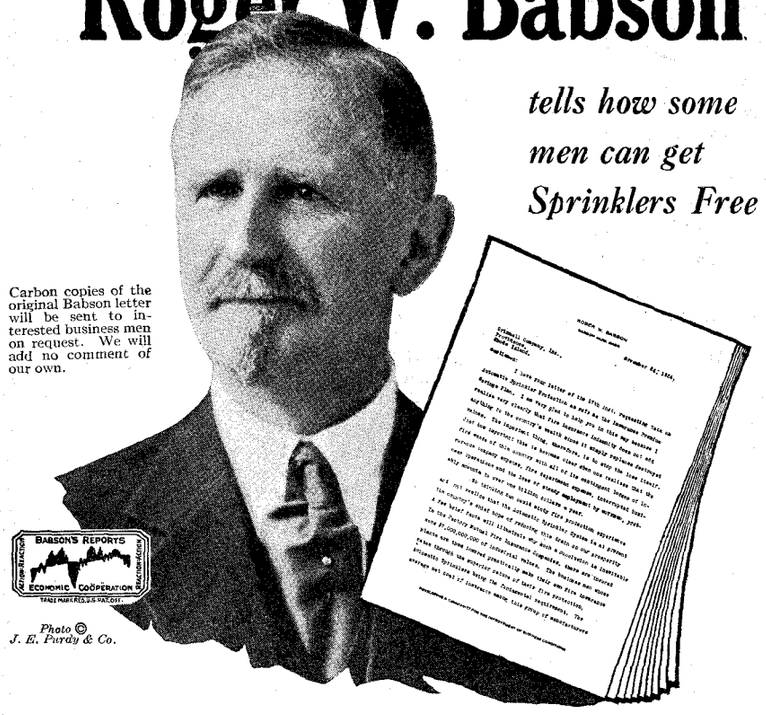
Roger W. Babson

tells how some men can get Sprinklers Free



Carbon copies of the original Babson letter will be sent to interested business men on request. We will add no comment of our own.

Photo © J. E. Purdy & Co.

Babson's idea is this:

FIRE insurance is an inescapable expense. Sprinklers reduce that expense 50 to 90%. There is a plan which utilizes such savings to pay for the sprinkler system. Little or no cash investment is required of the property owner. Common sense therefore demands that business men get this sure protection immediately.

WHEN Mr. Babson's attention was directed to the relation between adequate fire protection and low insurance cost, he at once discovered that a fundamental law was at work. This law touches the pocketbook of every man who is paying high fire insurance rates because his business is not properly safeguarded against fire. These men pay for lack of protection. In reality this means that they are paying for adequate protection without getting it.

Mr. Babson puts it this way—

"The business man who simply postpones sprinkler installation until his cash position warrants outright purchase is actually losing money if such postponement extends over a year. More important than this, he is doing without adequate fire protection in the meantime and possibly may, therefore, lose all his business in a disastrous fire with losses that no insurance will compensate him for."

This is quoted from a remarkable ten-page letter in which Mr. Babson classifies the whole problem of fire protection and fire insurance for business men. He has done this in a public spirited way to help cut down fire losses which he recognizes as a serious drain on the country's resources.

In a typical Babson way he has vitalized facts and statistics with keen observations which enable business men to find the answer to their own individual problems in the general question discussed.

If you are puzzled by the cost of insurance, on the one hand, and the cash investment required for sprinklers, on the other, you will find Mr. Babson's letter a document of real money value. If you have *any* fire risk, you want his letter. We have a carbon copy waiting for your request,—it's Mr. Babson's letter to *you*. Write for it *now*. Address Grinnell Company, Inc., 274 W. Exchange Street, Providence, R. I.

GRINNELL

AUTOMATIC SPRINKLER SYSTEM

When the fire starts the water starts

MOTORING AND AVIATION
Continued

are to burn kerosene instead of the gasoline which all engined aircraft have used.

It is the British view that the principal fire danger in an airship does not arise primarily from the hydrogen which fills its gas-bags, but from the gasoline system which feeds its gasoline engines. Once a fire is started in the gasoline system, the proximity of a great amount of hydrogen is held to be perilous, but in time of peace hydrogen is not held to be a danger in itself. Accordingly, efforts have been made toward eliminating the use of gasoline rather than the use of hydrogen. Both the Air Ministry's and other research workers have devoted much time to the development of a type of engine which would burn kerosene of a high flash-point instead of the volatile and inflammable gasoline, which is said to have been the source of practically all peace-time airship fires.

Some months ago, recalls the writer, it was announced that Dr. Ricardo, whose engine research was of great value during the war, had worked out in conjunction with Dr. Hewley, the Shell Company's expert, an aero-engine which burned kerosene combined with hydrogen, a mixture with a flash-point of 220 degrees instead of the forty degrees, which is the normal flash-point of gasoline. An interesting detail is the fact that—

The hydrogen is to be drawn from the gas-bags of the ship. When an airship begins a voyage, its bags leak a certain amount of gas, and some of this, which is normally wasted into the air, is to be utilized. Even toward the end of a long voyage, when the quantity of gas becomes so small that it only just carries the ship, it is believed that sufficient hydrogen for the engines can still be drawn off.

It is not certain that this type of engine is yet ready for manufacture. It takes two or three years to produce a new type of engine and, even when it is completed, the work of fitting it into the ship involves a wide variety of changes, from changes in construction and design to changes in insurance rates. Nor is it yet certain that this type of engine, if ready for manufacture, is to be used in the *R-100* and the *R-101*. It is certain, however, that both are to burn kerosene instead of gasoline. Thus far, no indication has come from the Air Ministry that the use of hydrogen is to be discontinued, either in peace or war, altho it has been said that the hydrogen bags may be surrounded by bags containing "a non-explosive gas." American airship authorities, as is well known, prefer helium, which lacks less than 10 per cent. of the lifting power of hydrogen, and which is not explosive. It is now extracted cheaply from Texas natural gas, and the United States has thus far had a monopoly of it.

While the *R-100* is to be built under the semi-private auspices of the Airship Guarantee Company, the *R-101* is to be a purely Government-built ship, and the first official act of Sir Samuel Hoare, Air Minister in the new Baldwin Government, was to visit the Royal Airship Works at Cardington, where the assembling of the *R-101* is to begin next summer. Both the new giants are to be the result of slow and cautious experiment on five old airships.

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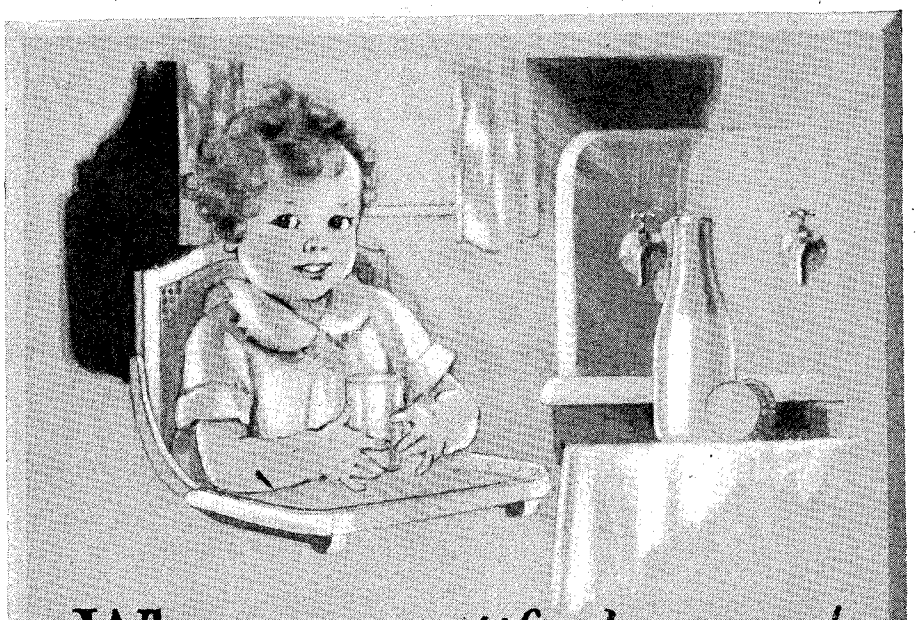
Both are to embody the carefully sifted-out theories of the last few years, they are to be given the benefit of a vast amount of data formulated in laboratories and tested on the old airships both in England and in the tropics. A great amount of metallurgical research, of investigation into the subjects of airship girders, airship shape and design, a long series of experiments with devices for improving stability and trim on approaching and when resting at mooring-masts—all this is to be tried out on the old ships in order that the two new ships may be as safe and as comfortable as it is possible to make them.

For the Government's own ship, the *R-101*, the old ships *R-33* and *R-36* are to serve as experiment ships. Both are now being reconditioned, the *R-33* at Cardington and the *R-36* at Pulham. Both are expected to be ready for their home trials in the spring, and are thereafter to devote the summer to aerodynamic tests, one of them going to Egypt to carry out tests of metal stresses under tropical conditions. As soon as the *R-33* is reconditioned and out of the shed at Cardington, the length of the shed is to be increased from 700 to 812 feet and its height from 110 to 157 feet. It will then, some time next summer, be ready for the assemblage of the *R-101*. While the *R-101* is building, a 180-foot mooring-mast is to be erected in the airship grounds at Cardington, a lattice steel tower with elevators for loading passengers and cargo, winding-gear for hauling the ship to its anchorage at the masthead, and pipe-lines for refueling and watering it. The Air Ministry has already decided that Cardington is to become the country's airship port, and is to be fitted with all the accessories of an airship port by the time the two giants are ready to go into operation.

The *R-100* and the *R-101*, reports Mr. Price, are expected to cut the time between London and India from the fifteen days or more, which steamers now take, to five days. With a halt in Egypt—

The distance is believed to be an ideal one for an airship service. It is held to be too long for an airplane service unless a number of short services were started, and this would require a more elaborate organization than a through airship service requires. Plans are to be discust at the January conference in Delhi for a number of short airplane services in India, as feeders to the main airship service, and it is possible that airplane feeder services will also be instituted in Europe.

There is talk of ultimately extending the main airship routes from Egypt to Cape Town and from India to Australia, and of assuming the command of the air by building up an air mercantile service in the same way as the command of the sea was finally taken by building up a world-wide marine merchant service. At present, however, attention is naturally concentrated on the London-India service which seems to be in prospect, and particularly on the very fast mail which that service promises. Under present conditions, the India mail travels overland from London to Marseilles and by steamer from Marseilles to Bombay, a daily average of about eight tons of mail passing through Marseilles to and from India. Over this route the present contract between the British Postmaster-General and the Peninsular and Oriental Steam Navigation Company stipulates a transit time of twelve and a half days between London and Bombay, and the proposed



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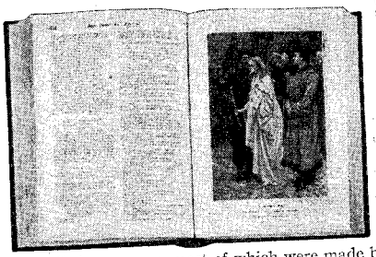

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MOTORING AND AVIATION
Continued

airship service now promises a transit time of five or six days. At present India is in a curious position with respect to its London mail. The present transit time of twelve and a half days was set up before the war by the P. & O. liner *Caledonia*.

Meanwhile Bagdad has been given a startling improvement in its mail service to London. Military airplanes have been operating a regular service between Cairo and Bagdad, and altho the ordinary sea and overland transport still remains between Cairo and London the through Bagdad-London time has been cut from twenty-five or thirty days (via the Persian Gulf, Bombay and Aden) to eight or nine days via Cairo. No doubt the remarkable success of the Bagdad-Cairo air-mail lies at the heart of England's present hope of a five- or six-day air-mail to India. At present the P. & O. is paid a total of about £305,000 a year for carrying the India mails, a sum which is shared by the British and Indian Post-offices. It would, of course, be some time, regarding an airship mail even in the most optimistic light, before the whole of these sums would be released in England and in India for the support of the airship service. For some time to come it is thought that there would be both a fast airship mail and an ordinary steamer mail to and from India, extra postage being required on letters intended for the air-mail in view of its high speed.

WANTED: SOMETHING TO REPLACE VANISHING GASOLINE

WITHIN the lifetime of most of the present drivers of automobiles there will be no more gasoline. So declares D. H. Killeffer, Secretary of the New York Section of the American Chemical Society. According to the most complete data now available, he announces, the end of the gasoline supply will arrive within ten or twenty years, with the odds in favor of ten rather than twenty. There are other authorities, of course, who do not take so dark a view of the gasoline prospects, but few seem to doubt that we will face a scarcity within a comparatively short time. This situation, Mr. Killeffer believes, is more vital to the manufacturer than to the public, since "the general public may rest calmly on the more or less obvious assurance that, so long as money is provided to pay for what it needs, means will be found to meet its requirements." The public will get along all right, we are assured, even if steam or electricity should be found more economical in the future. Therefore, it is the manufacturers, with their billions of dollars of investments, who are particularly interested in a gasoline substitute. Experts employed to look into the present situation, announces Mr. Killeffer in the Brooklyn *Daily Eagle*, have arrived at these three basic principles:

The end of petroleum and of gasoline as we now know them is actually imminent, and whatever may be done to forestall it will not prevent its coming entirely.

Of the possible substitutes for gasoline

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for use in motors not essentially different from the present ones, none at present available can do more than delay the inevitable end for at most a few years.

That a usable substitute may be found can not be doubted, but no more can it be doubted that the eventual substitute will come, not as a result of the sudden inspiration of a single man but rather as the result of long and careful search by groups of men and by their careful cooperation with Capital and Labor. It will be necessary either to build up an entirely new industry, or at least to revise essentially some of those now in existence.

Of substitutes which may be used immediately in present-day motors, says Mr. Killeffer, there are a very few which offer anything like the quantities necessary to replace gasoline entirely. Without considering "the wild claims of occasional inventors of mysterious substances," continues the writer, five types of substitutes offer themselves, as follows:

Shale oil and the possibility of recovering quantities of it by the distillation of mountains of shale in the Far West offer promise. This oil is much like petroleum and may be considered identical with it for our present purposes. The essential difference is that petroleum exists so in nature, while shale oil is so closely combined with the rocks in which it occurs that it can only be got out by distillation.

This distillation is a costly process and consequently it will be necessary to get higher prices for the product before it can be produced at a profit. The mining and distillation of shale must attract capital running into many millions before this source can be relied upon to save to us our present-day gasoline-operated automobile.

Even more important as related to the problem is alcohol (that is, ethyl alcohol). It is at present produced by fermentation of malted grain and in greater quantities by the fermentation of molasses.

The price of grain is a limiting factor in production from this source and the quantity of molasses available as a by-product of the sugar industry is a more or less limiting factor from that source. The peak of alcohol production in this country from all sources was reached in 1917, with the production of 202,000,000 gallons. This was reached only under the pressure of war conditions, and even then the quantity was almost negligible when compared with the consumption of gasoline.

Alcohol has proved very efficient when mixed with gasoline as a motor fuel, and it has the great advantage that, unlike gasoline, its use does not involve the production of poisonous carbon monoxid in the exhaust gases. The problem of its general use in motors involves, primarily, a source from which such immense amounts as would be required may be produced. Crops which can be produced in the tropics in large quantities to yield sugar, starch or, in a pinch, cellulose, would be possibilities.

The use of tropical lands for the production of motor fuel would have the advantage that the supply could be fully replenished from year to year, with no prospect of ultimate famine. Here, too, the investment of immense sums of capital would be involved, but already it is possible to utilize alcohol in motor fuel to replace part of the gasoline and sell the product at a profit in competition with regular gasoline. As the price of gasoline is gradually forced up through increasing scarcity, there is no question that the gradual development of

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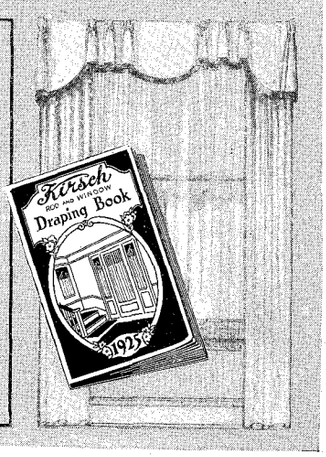

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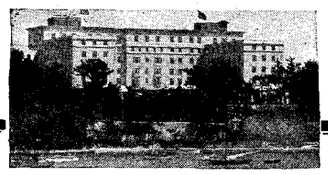

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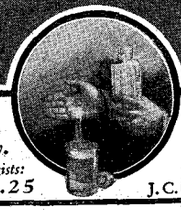

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MOTORING AND AVIATION
Continued

alcohol production will supply larger proportions of our motor fuel.

The third possible substitute which offers itself is a coal-tar benzine. This, too, is already in use as a substitute for gasoline and its price is now regulated by that of gasoline. In speaking of benzine, it is used as a generic term and includes several related compounds obtained from the distillation of coal, such as toluene and xylene. They offer little in the way of future possibilities in anything like the volume of production which must be attained if they are to be a ruling factor in the situation. At the peak of production under war stress there were produced only 165,000,000 gallons of this material.

Comprest gases, such as acetylene, ethylene, natural gas, producer gas, and so on, may become considerable factors in the situation, but their use will involve radical changes in the make-up of motors, and they must be got from some source which is not inexhaustible.

Acetylene is made from calcium carbid, which requires coke for its production. *Ethylene may be made from alcohol, but,* if so, its cost will be too great to make its use economical. Natural gas is related to petroleum and may possibly give out in the same way as petroleum.

Producer gas may be made from a variety of materials, but its economical production depends upon coal. The idea of the use of any of these gaseous products needs further study, and there is doubt as to whether they offer practicable solutions to the problem.

In considering all of the possibilities, the solution of the greatest problem seems to lie in the development of tropical crops from which alcohol may be cheaply produced in quantity without draining any of our natural reserves.

In the meantime, announces this chemistry expert, a great deal may be done to conserve the available supplies of gasoline. New methods of production, including the so-called "cracking processes," will help. Natural gas may add a light gasoline. But chiefly automobile engines themselves must be improved. According to the writer:

We hear nowadays many boasts by automobile manufacturers that their cars will do so many miles per gallon. Perhaps it is 20 or 22, or at least some figure in that vicinity, for these are still figures to boast of. One never hears any mention of the actual efficiency of the car—that is the ratio between the work which it will do and the energy contained in the fuel supplied to it.

Low efficiency is a heritage from the first automobiles, and altho every manufacturer realizes that his car's efficiency is nothing to brag about, by the same token he realizes that his competitors' products are no better.

This miles-per-gallon method of stating efficiency was a direct result of an effort to hide the fact that even the best automobile engines have an actual efficiency in utilizing the power supplied them of only a very few per cent. Even admitting the miles per gallon method of stating performance, one has but to turn to European countries, where gasoline is several times as expensive as here, to find cars operating with the consumption of a gallon of gasoline per 35 to 60 miles. The idea there has been to build

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light cars with efficient engines, and it can not be gainsaid that we in the United States must soon come to that if we are still to have our automobiles.

It has been estimated that the energy contained in a single gallon of present-day gasoline is sufficient to run a Ford automobile 480 miles on a level, paved road! The possibilities which rest in improved engine design, in improved carburetion and in alterations in the design of cars to minimize weight are perfectly obvious when it is realized that the ordinary Ford car would probably not go more than 30 miles under average conditions, and that ordinarily 20 miles per gallon is considered good performance.

The adaptation of gasoline motors to operate at high compressions may be expected to result in real economies in operation. The most efficient of the internal combustion engines at present in use involves the Diesel principle—that is, liquid fuel is sprayed directly into compress air in the cylinder at such a temperature that the fuel ignites. These engines are necessarily heavy and to get their full efficiency must be operated at constant slow speeds which are not possible in motor-cars.

It is possible, however, that electric transmission and the use of storage batteries to take up the generated power not required by the machine and make it available for use at other times of overload will make some adaptation of such a motor practicable. It is also possible that an entirely new motor may be devised operating under high compressions which will be practicable in the automobile.

In striving toward this ideal, a high-compression engine which may be operated at good efficiencies under automobile conditions and which is lighter than the heavy Diesel engines, efforts have been directed toward use of such substances as tetraethyl lead and others to be added to the fuel before it is supplied to the engine.

It is possible that the poisonous character of the fumes generated by engines using this lead compound may make necessary the finding of some other substance which will serve the purpose without them. The increase of efficiency following the use of such a compound in the fuel is generally admitted.

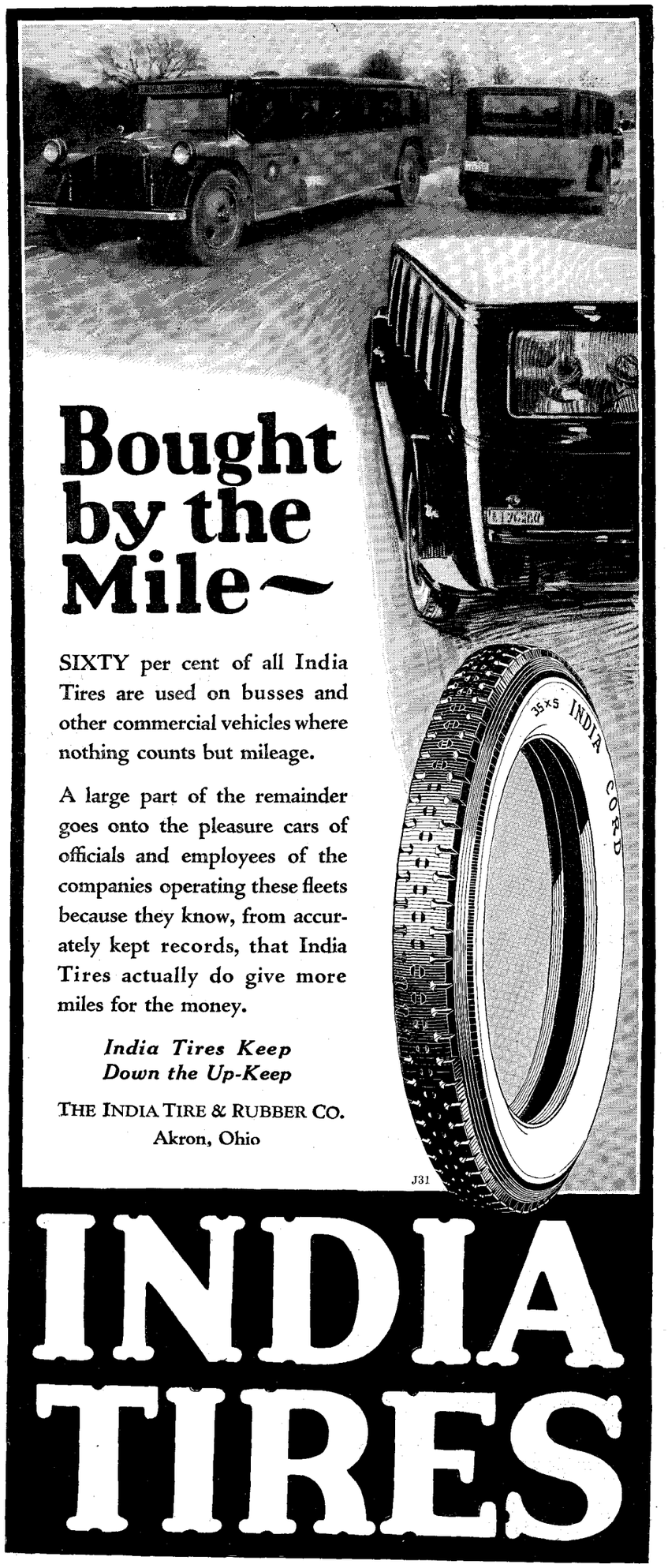
Sympathy.—An untimely frost effectually completed the mischief done earlier by the insect enemies of Mr. Perkins's potatoes. The tops of the plants, which had served as pasturage for the pests, were entirely destroyed, and with them Mr. Perkins's hopes of a crop. He was not selfish, however, and could think of others in the hour of adversity. In the afternoon he was accosted at the post-office by a friend.

"Hello, Perkins! How's everything up to the corners?"

"Trouble enough, Williamson, trouble enough!" was the gloomy response. "Ten million potato-bugs, and nothing for 'em to eat!"—*Everybody's Magazine.*

The Widening Field.—Three chimpanzees are taking important parts in a new film. After this more people than ever will be justified in thinking that they have a film face.—*The Humorist.*

When to Get It.—"Don't ask advice," said Uncle Eben, "unless you has made up yoh mind and feels free to enjoy a little conversation."—*Washington Star.*



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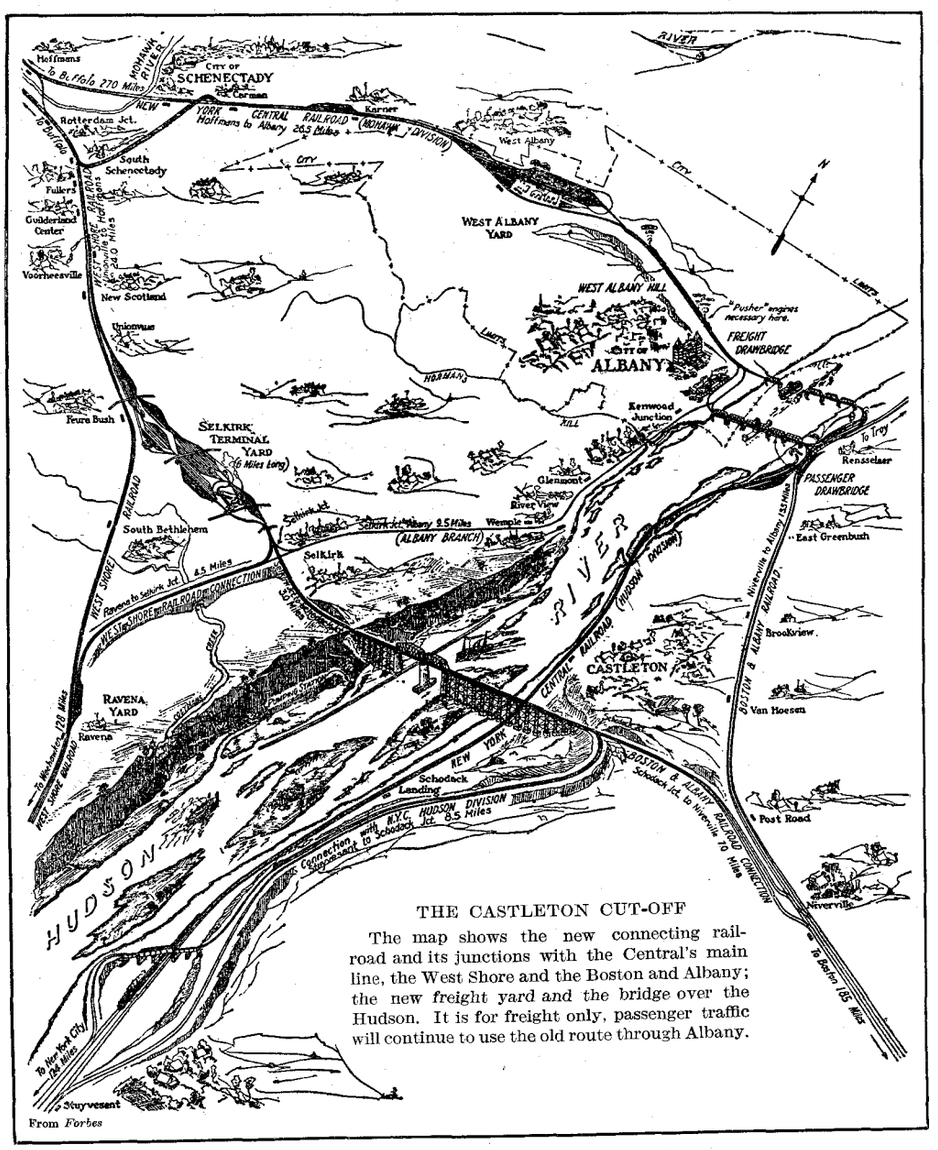
INVESTMENTS · AND · FINANCE

AN EPOCHAL SHORT-CUT IN RAILROADING

IT IS NOT as an engineering feat, but as an epoch-making development of the country's transportation facilities, that President Crowley of the New York Central recently called the attention of business men to the new Castleton cut-off. "By this $25,000,000 project," says the Mayor of Albany, "the New York Central has eliminated what railroad men have come to know as the 'Albany bottle-neck' of the cross-country freight traffic, through which it is impossible to jam the freight-car traffic that sought passage between the East and the West." "New England and New York City," says *The Christian Science Monitor* in Boston, "have been brought closer to the West in the transportation of freight and perishable foodstuffs." Now, says the Albany *Knickerbocker Press*, "the freight of the West and the freight of the East will move more surely and more swiftly, heavy trains out of the grain lands and the meat lands of the Midwest rumbling into the big new classification yards at Selkirk and Feura Bush, thence down to the sea at the mouth of the Hudson or down to the sea on the New England coast. Now trains laden with the goods of the seaboard, with the stuffs that come in the shops will move more swiftly and more surely from the tap arteries of commerce to the new nerve center, coming across from Boston, and up from New York, cutting across the Hudson at Castleton, avoiding the sharp pull from the water-levels at Albany to the new water-levels at Schenectady." To Senator Copeland of New York, who has not forgotten his years of service as Health Commissioner, the great thing about this cut-off is that, "it is going to make more certain for the teeming millions of the cities of the East an unfailing supply of foodstuffs." For this, declares the Schenectady *Union-Star*, "is no mere local improvement which does away with the grades, congestions and delays from the open drawbridges of the Hudson: this is an improvement in rail transport which affects the eastern half of the United States." The fulfilment of the dream of the late President A. H. Smith of the Central "cuts from three to seven days in the time it takes for freight to cross the continent," according to the Albany *News*. As John Walker Harrington explains in the New York *Times:*



THE CASTLETON CUT-OFF

The map shows the new connecting railroad and its junctions with the Central's main line, the West Shore and the Boston and Albany; the new freight yard and the bridge over the Hudson. It is for freight only, passenger traffic will continue to use the old route through Albany.

From *Forbes*

This twenty-five-million-dollar improvement consists of twenty-eight miles of connecting tracks by means of which a vast volume of freight business, both from the agricultural West and industrial New England, will be diverted from the cramped West Albany yard. This deflected traffic will be sent over a high-level bridge, 150 feet above the stream, which has been built over the Hudson River twelve miles south of the State Capital. All this business is now being passed over drawbridges at Albany, the central spans of which are often open from eight to ten hours a day when the navigation season is at its height.

The most costly unit of the cut-off is the $4,000,000 A. H. Smith Memorial Bridge, a monumental structure named after the late President A. H. Smith of the railroad, who conceived this vast and much-needed improvement. Including its approaches it is a mile long. As it carries tracks 150 feet above mean high water and there is a clearance under it of 138 feet—three feet more than has the Poughkeepsie bridge—no vessel can fail to get her masts under the spans. There are two of them, one of 600 feet and another of 400, resting upon gigantic piers of stone and concrete. This gives plenty of channel room to meet all the requirements of the War Department. The piers are placed so as to prevent ice gorges from backing up against the supports.

New England will be as much benefited as New York by the cut-off, as the connecting railroad just completed has been tied up with the Boston & Albany on the east side of the Hudson, at Post Road and Niverville.

The efficiency of the new connection rests largely upon the huge new classification yard at Selkirk, six miles long and with twenty miles of track, which is to be used as a clearing-house or distribution point. Its present capacity is 11,000 cars, or nearly twice that of the West Albany yard, and it

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can be easily expanded to accommodate 20,000 cars.

Plans for the cut-off were made before the war, writes W. H. Main in *Forbes*, but were necessarily postponed, and actual work did not begin until two years ago, when "it was pushed with such vigor that on November 20, 1924, almost exactly ten years after the plan was conceived, the first train ran over the new bridge." Besides the yards, notes this informant:

The bridge, a mile long, 150 feet above the river, has been built. Into this bridge has entered 23,000 tons of steel. The three piers supporting its two spans rest on solid rock fifty-five feet below the bed of the river. The spans are 400 and 600 feet long.

Approaches on each end of the bridge aggregate 4,000 feet in length. The approaches are of concrete, supported on steel uprights embedded in concrete foundations. Thirty thousand yards of concrete were poured into the piers, and 22,000 yards into the approaches.

The approaches differ from the bridge in being floored with concrete on which ballast and ties have been put to carry the rails.

Twenty-eight miles of double-track railroad has been laid. This is called the Hudson River Connecting Railroad. It begins as far south as Stuyvesant, ascending by easy grade to the eastern approach of the bridge. There enter also the two tracks from the Boston and Albany.

The connecting railway extends across the bridge, runs through the new freight yard, and joins the main line of the New York Central at Hoffman's, west of Schenectady. It also connects with the West Shore, one of the Central lines that goes west along the south shore of the Mohawk.

How the New York Central will profit by the cut-off is suggested in the New York *Sun:*

At present trains in the neighborhood of Albany must climb a grade of 135 feet. Heavy freight trains have to be subdivided and shoved up the hills by "booster locomotives," and it is estimated that the road will save $500,000 a year from disposing of this necessity alone. The road's ability to handle more freight expeditiously will soon return enough in earnings fully to pay for the great outlay to which it has been put.

The opening of the Castleton cut-off may, in the opinion of the Boston *Transcript*, "be taken as forerunner of many similar improvements in the country's transportation system to be made within the next ten years, if present prospects are not altered by hostile treatment of the railways." Continues the Boston paper:

It is for this reason that the Castleton cut-off, important as it may be in itself, has a larger significance in its relation to the development of the transportation system. The purpose of the first railroad builders in this country was to push their lines forward over great distances as cheaply and as expeditiously as possible. In later years, it has become a case of improving the systems so constructed. It is a task widely different from that of the original railroad pioneers, but it is one that often presents even greater difficulties.

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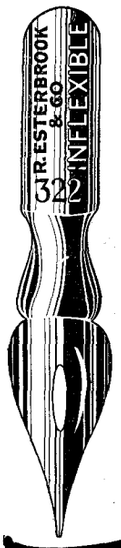

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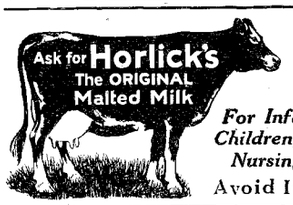

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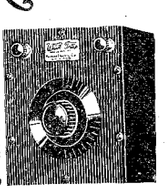

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INVESTMENTS AND FINANCE
Continued

SIX GOALS FOR SAVING

"WHAT human goals ought to determine the investment program of the ordinary individual? What objectives are legitimate and justify the sacrifice that saving signifies?" These two questions, notes B. C. Forbes in his New York *American* column, are stated and answered—soundly in his opinion—in a recent book on investments published by the financial editor of the New York *Evening Journal*. The questions are answered under six heads as follows:

First: The building up of a fund to finance retirement is a common objective of investors. Since the human machine inevitably wears out, each year's income is in part a using up of capital. A part of the annual product should, therefore, be saved to provide a livelihood after the age of sixty-five.

It would be well to figure on making large deposits during the years of maximum productivity, between thirty and forty-five. Funds intended to finance a graceful retirement should be invested in sound securities entailing only a small degree of speculative risk.

Second: A fund such as the foregoing should be available also to take care of emergencies, such as sickness, operations, unemployment or premature death. Savings might well be supplemented by the carrying of health, accident and life-insurance policies.

Third: An investment structure is frequently planned to provide the means for education and travel. In selecting securities for a fund of this character, it is often well to pick out bonds that will mature approximately at the time the funds will be needed.

Fourth: An investment fund is sometimes created out of savings from salaries of employees who have an ambition later to go into business of their own. Moreover, the small business man will frequently save to finance the future expansion and development of his enterprise. In doing this he is proceeding along the same lines as the larger corporation which plows back earnings into the property as surplus to pay for improvements and betterments. Schooled to some extent in the ways of enterprise, the thrifty business man is usually justified in choosing higher yielding securities which entail a larger degree of risk than the ordinary individual saving for old age, or illness, or other emergencies.

Fifth: Saving enough for a first payment on a home is a common motive in economic life. Similar forces induce thrift to make possible an automobile, a piano, or other high-priced article for home use.

Sixth: Prudent men also build up an estate as a reserve against speculative or business mistakes. A resourceful business man, conscious of the fact that all enterprise entails a degree of speculative risk, will keep an ace in the hole in the form of an accumulation of bonds, which represent an asset wholly apart from the resources of his business. To serve its purposes, such a group of holdings should consist of high-grade securities, selected with a primary emphasis on security of principal and should possess instant marketability.

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CURRENT EVENTS

FOREIGN

January 14.—The clause limiting to $350,000,000 America's war damage claims against Germany is stricken from the argument of the Allied Finance Ministers, and the rights of the United States to an annuity of 2¼ per cent. share of the Dawes receipts are recognized.

The British Government offers to settle the French and other debts due it along the lines of the Balfour note—that is, to ask from the Allies and Germany only a sufficient amount to meet its obligations to the United States.

January 15.—The Japanese delegation to the International Opium Conference notifies Stephen G. Porter, head of the American delegation, that it favors the American program for suppression of opium smoking.

President Ebert of Germany commissions Finance Minister Hans Luther to form a ministry.

January 16.—The Mexican Government exhibits its determination to stamp out brigandage in the State of Puebla by executing nine men who had participated in the murder of a ranch manager near the estate of the murdered Mrs. Rosalie Evans.

January 17.—The Italian Chamber of Deputies adopts Premier Mussolini's electoral reform bill by 268 votes to 19, after eliminating the provision for plural voting, and adjourns its present session.

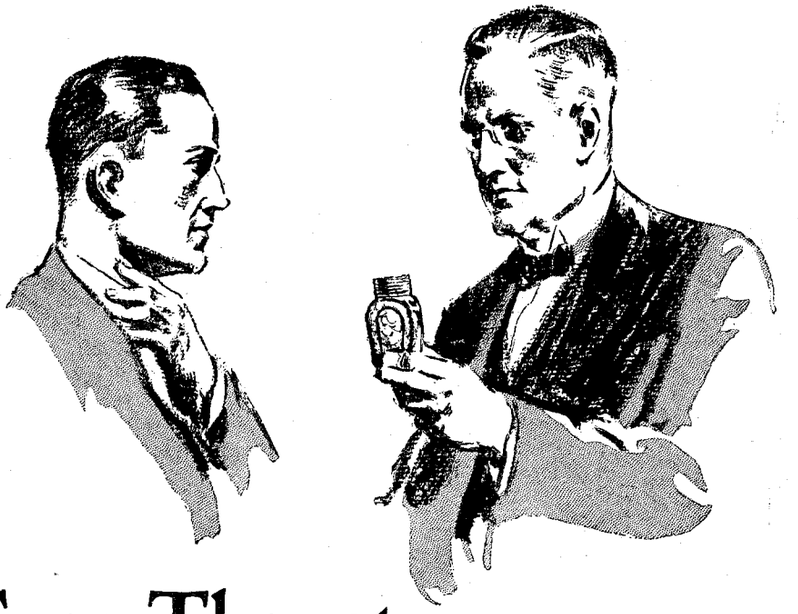
January 18.—Communists stage a big demonstration in Berlin, denouncing the United States, the Dawes plan and the Luther ministry, while the Monarchists hold a demonstration at Magdeburg and demand that President Ebert be tried for treason for participating in the munition strike in 1918.

Dispatches report the complete rout of the army of General Chi Hsieh-Uyan, former Governor of Kiangsu, by the army of General Lu Yuang-Hsiang, in a battle at Chin Kiang.

January 19.—The "French League," an organization composed of intellectuals, demands that the French Government summon a general European parley on the international debt situation and decline to negotiate with the United States in the meantime.

Leon Trotzky, War Minister of the Russian Soviet Government, is relieved of his duties as War Minister by the Central Executive Committee of the Communist party, and is threatened with expulsion from the party unless he conforms to discipline and renounces his attacks upon the principles of the late Premier Lenin. Trotzky bows to the decree and pledges himself to work loyally under direction of the Executive Committee.

Viscount Cecil of Chelwood, British representative at the reopening of the International Opium Conference, proposes on behalf of his Government that opium be considered illegal in all British territories within fifteen years from the beginning of the year when overproduction in China has been controlled and the smuggling danger removed. The proposal is unacceptable



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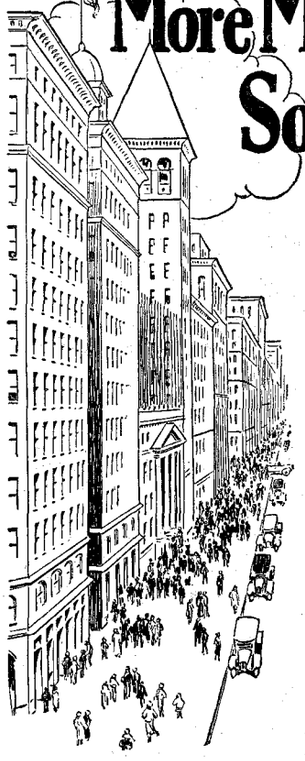

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CURRENT EVENTS
Continued

to Representative Stephen G. Porter, head of the American delegation.

Chancellor Hans Luther presents his Ministry to the Reichstag, and promises that his Government will observe to the letter the Dawes reparations plan.

DOMESTIC

January 14.—The Underwood Muscle Shoals bill, permitting the Muscle Shoals project to be leased for a period not exceeding fifty years, is passed by the Senate by a vote of 50 to 30.

The wealth of the United States at the end of December, 1922, is placed by the Census Bureau at $320,803,862,000, an increase of 72.2 per cent. for the decade.

The South Carolina Legislature rejects the proposed Child Labor Amendment to the Federal Constitution.

January 15.—C. Bascom Slemp announces his resignation as Secretary to the President, to be effective as soon as possible, and the appointment of Representative Everett Sanders of Indiana to succeed him.

The conviction of Bishop William Montgomery Brown of Arkansas, retired, of heresy is sustained by the Protestant Episcopal Church's court of review. The sentence can not be put into effect until approved by a two-thirds vote of the 130 members of the House of Bishops, which meets in New Orleans in September.

January 16.—Secretary of Commerce Herbert Hoover declines President Coolidge's suggestion that he become Secretary of Agriculture, on the ground that he will be of more service, even to the farmers, by remaining in his present position.

The public debt at the end of December, 1922, reports the Census Bureau, was $30,845,626,000, while at the end of the same date in 1912 it was $4,850,460,000.

January 18.—Gerald Chapman, notorious criminal, who escaped from the Atlanta Federal penitentiary two years ago, is captured in Muncie, Indiana.

The total taxable income of the American people, personal and corporate, in 1922, reports the Treasury Department, was $28,300,023,673, on which the Federal Government collected taxes of $1,644,833,576. Sixty-seven persons reported net incomes of more than $1,000,000 in 1922.

January 19.—The United States Railroad Labor Board grants a salary increase of two cents an hour to clerks employed by sixty-five railroads. Vacations with full pay, sick leave, and Saturday afternoons off are also granted.

January 20.—United States Senator Edward I. Edwards of New Jersey is accused by two Federal Prohibition agents of being connected with a rum-running ring in New Jersey.

Mrs. Miriam Amanda Ferguson is sworn in as the first woman Governor of Texas and the second in the United States.

The majority report of the Public Lands Committee on investigation of the naval oil reserve leases, which condemns the naval oil leases and former Secretary Albert B. Fall, and criticizes former Secretary of the Navy Denby, is adopted by the Senate by a vote of 40 to 30.

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THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

An Appeal to Readers.—The Lexicographer will feel greatly obliged to any one of his Readers who can give him the names of the authors of the lines:

(1) "For love's strength standeth in love's sacrifice,
And he who suffers most has most to give."

(2) "If you have gentle words and looks, my friends,
To spare for me—if you have tears to shed
That I have suffered—keep them not, I pray.
Until I hear not, see not, being dead."

(3) "A rose to the living is more
Than sumptuous wreaths to the dead,
A rose to the living is more
Ere the lingering spirit has fled."

(4) "Give them their flowers now, Death does not know the tears,
The hot remorse that comes with wasted years,
Or those white lips smile back to you or me,
Of the dear ones who sleep so quietly."

and of what poems they are a part.

Amerind—"M. A.," New York City.—*Amerind*, pronounced *am'er-ind*—*a* as in *at*, *e* as in *over*, *i* as in *hit*—is a telescope-word formed by combining the first two syllables of "American" (a-mer) and the first three letters of "Indian"—*Amerind*. It was coined by Major J. W. Powell of the Bureau of American Ethnology in 1899, first as *Amerindian*, to distinguish the American Indian from a native of India or of the East or West Indies, and subsequently was contracted to *Amerind*. The term is used to designate also an Eskimo.

by heck!—"N. D. C.," Reading, Pa.— The origin of the expletive. "By heck!" may be traced to a corruption of "By Hector!"—a favorite in classical literature and reintroduced by the literati of the Elizabethan period. Or it may be a corruption of "By Hecate!"—the goddess of the underworld. Both Hector and Hecate have been invoked upon occasion, but the first the more frequently because of his many excellent qualities.

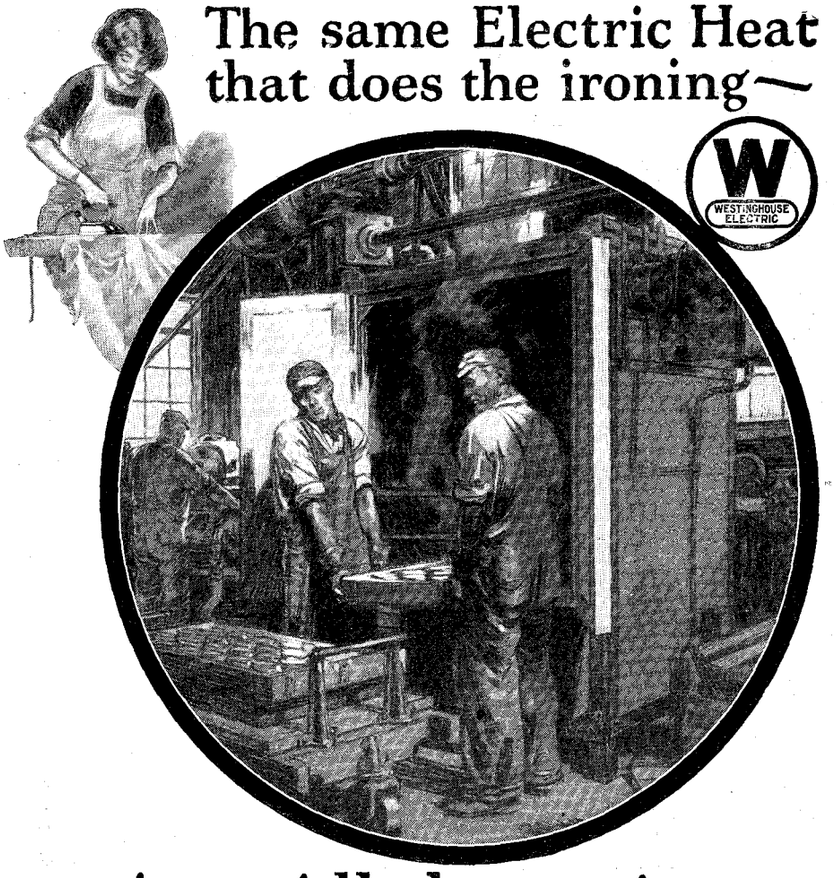
bemused, intrigued—"G. E. N.," Columbus, O. —"Some writers of fiction, in periodicals of good repute, picture characters as 'bemused' by an unusual situation, or 'intrigued' by something puzzling. Is 'bemused' legitimate? And is 'intrigued' defensible when 'interested' is clearly the word to describe the mental state?"

Bemused means "muddled or stupefied," and is used correctly. Its first recorded use was by Pope in 1735. But *intrigued* as a synonym of *interested* is a recent development without justification either in sense or derivation. It is correctly synonymous with *perplexed* or *puzzled*, and when the word was recently revived by English authors it was in general correctly used; but, through carelessness or ignorance, other writers seized upon the "new" word (dating from 1600) and being *intrigued* by its meaning have been equally *intrigued* in its usage, occasionally by chance—as in "an *intriguing* situation"—using an expression where the word is inadvertently correctly employed. There is a tendency to-day to give the verb the senses of *inveigle*, *cajole*, *allure*, *or entice*, based on the signification of the noun, "a plot or scheme to accomplish something by secret artifices."

cabaret—"A. G.," New York City.—*Cabaret*, pronounced *ka''ba''re'—a's* as in *artistic*, *e* as in *prey*—is a word of French origin in which the *t* is silent. It was introduced into English by Bramhall in 1655, who used it to designate a tavern. Under the French influence at the Restoration that followed the Commonwealth period in Great Britain, the term became partly naturalized, but passed out of use in the 18th century to return in the middle of the 19th. The term is a copyist's corruption of the French "cabanet," a small *cabane*, or cabin, which is from the Provençal *cabana*.

dictionary, missionary—"W. W.," Summerton, S. C.—The words *dictionary* and *missionary* are correctly pronounced as follows: *Dictionary, dik'shan-e-ri*—first *i* as in *hit*, *sh* as in *ship*, *a* as in *final*, *e* as in *prey*, final *i* as in *habit*: *missionary, mish'an-e-ri*—first *i* as in *hit*, *sh* as in *ship*, *a* as in *final*, *e* as in *prey*, final *i* as in *habit*.

to clear out for Guam—"E. S.," New York City.—The expression *to clear out for Guam* means, "to engage in an enterprise without counting the cost; to start on some bootless project." The term is derived from the practise of sea-captains whose vessels, outward bound with cargo and passengers for Melbourne, were compelled to sail without cargo to some port where they could secure some, and so "clearing for Guam" was devised to meet the custom-house regulations for vessels outward bound from Melbourne.



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THE · SPICE · OF · LIFE

Definition of Modern Term.—A parking space is where you leave the car to have the tail-light knocked off.—*Memphis News Scimitar.*

Serious Question.—GOVERNESS—"Methuselah was nine hundred years old."

ROBIN—"What happened to all his birfday and Christmas presents?"—*The Humorist.*

Historical Note.—According to a Boston newspaper, the cross-word puzzle had its origin in ancient Egypt. This explains why the Israelites were so anxious to flee into the wilderness.—*The Humorist.*

Wrong Advertisement.—DRUGGIST (to his stout wife)—"Don't come into the shop for a minute. I am trying to sell six bottles of my fat-reducing mixture."—*Photo Digest.*

Wise, Too.—DUMB—"You certainly sling a terrible lingo. You ought to go to London and learn the King's English."

DUMBER—"Oh, I know he's English."—*Sour Owl.*

Long Enough.—A synthetic sugar "500 times sweeter than honey" is called Benzoylsulphonicimid. Here's your "linked sweetness long drawn out."—*Norfolk Virginian-Pilot.*

Needed Improvement.—A new paint has been invented which renders submarines practically invisible. This should be used in an endeavor to brighten up some of our statues.—*London Opinion.*

Vice Versa.—"Were you hurt while on the eleven?"

"No, while the eleven were on me."—*Purple Cow.*

The Expert.—LULU—"How come yuh is always lookin' fer a job an' neber findin' one?"

MOSE—"Dat's skill, woman. Skill!"—*Life.*

Follow the Signs.—"My goodness!" remarked the old gentleman as he stopt the young lad with the fine catch of trout. "You've had a very successful day, young man. Where did you catch all these fish?"

"Just walk down that patch marked 'Private' and keep right on till you come to a notice, 'Trespassers will be prosecuted.' A few yards farther on there's a fine pool in the river marked 'No fishing allowed,' and there you are, sir!"—*The Union Pacific Magazine.*

Crosswordwocky

'Twas ille, and the isopods,
  Did ire and timbrel in the re;
All ipse were the ergo quads,
  And the rad ohms aut nee.

"Beware the crosswordwock, my son!
  The asp, the emu, and the gnu!
Avoid the llama, also shun
  The roc and python, too!"

He took his bota blade in hand;
  Long time the oslo foe he sought;
Then tsetse he by the nacre tree,
  And stood awry in thought.

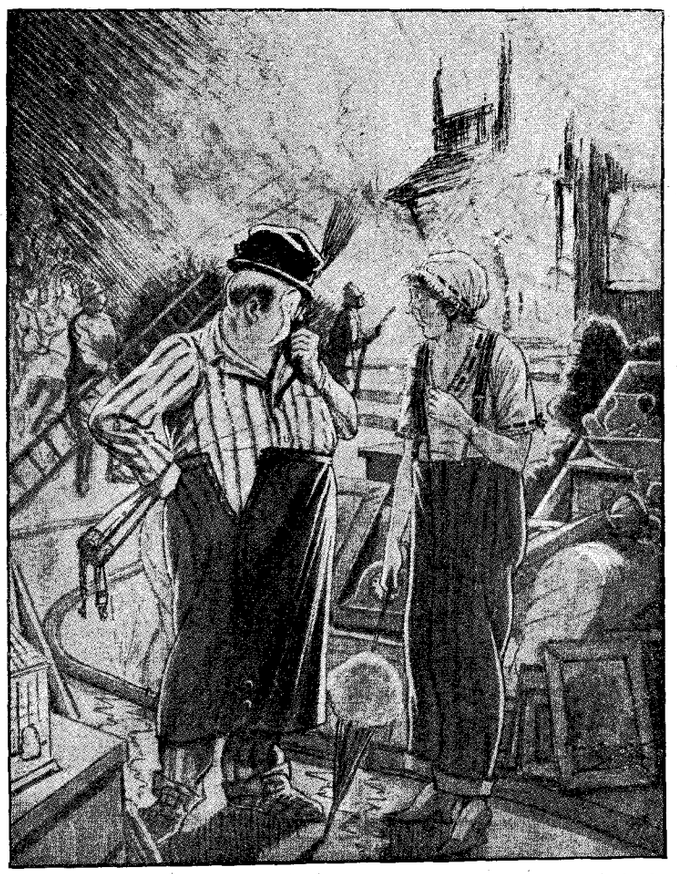
As thus in theta thought he stood,
  The crosswordwock, with pi's aflame,
Came moron through the ulna wood,
  And nitid as it came.

Un, du! Om, tu! And through and through
  The beta blade went oc and ac!
He left it ed, and, with its sed,
  Came ululating back.

"And hast thou slain the crosswordwock?
  Come to my arms, myopic boy!
Omega dey, Cal! Ukele-
  Le!" Umlaut he in joy.

'Twas ibid, and the olios
  Did apse and ovum in the ort;
All ichor were the adios,
  And etaoin shrdlu tort.

—*C. B. Gilbert, in the New York Herald Tribune.*



FIRE VICTIM: "I don't wish to brag, Martha, but we certainly kept perfectly cool in this moment of danger!" —*The Humorist* (London).

"Suicide."—"The pedestrian never has the last word in an argument with a motorist about the rights of the road," says a writer. No, it is generally the coroner.—*London Opinion.*

Recalcitrant Patient.—DOCTOR—"I suppose, Mrs. Johnson, that you have given the medicine according to directions."

MRS. JOHNSON—"Well, doctah, I done mah bes'. You said give Sam one o' dese head pills three times a day until gone, but I done run out o' pills yistadday an' he hain't gone yit."—*Boston Transcript.*

As Usual.—
MARKED STRENGTH IN STORAGE EGGS
—*Headline in The Mail and Empire (Toronto).*

Two-thirds in Danger.—
ARE YOU GOING EAST?
If your are going to Chicago or Milwaukee, I can save you one-third your face. Act quick. Phone 1133-J.—*Classified Ad in the Pueblo Chieftain.*

Neighborly, As Usual.—
MRS. A (on street)—"Who is that you just bowed to?"

MRS. B—"Oh, she's our next-door neighbor."

MRS. A—"But she didn't return your bow."

MRS. B—"No! she never returns anything."—*Philadelphia Record.*

Not So Dumb.—When the Earl of Bradford was brought before the lord chancellor to be examined on the application for a statute of lunacy against him, the question was asked him from the woolsack:

"How many feet has a sheep?"

"Does your lordship," answered Lord Bradford, "mean a live sheep, or a dead sheep?"

"Is it not the same thing?" said the chancellor.

"No, my lord," returned Lord Bradford. "There is much difference; a live sheep may have four legs, a dead sheep has only two; the two forelegs are shoulders, but there are only two legs of mutton!"—*Yorkshire Post.*

Why He Didn't Suit.—An Oregon man was trying to sell a horse. The animal was wind-broken but sleek. The owner trotted him around for inspection and bringing him back to the prospect he stroked the horse's back and remarked, "Hasn't he a lovely coat?"

The prospect removed his pipe from his mouth and said, as he looked at the heaving flanks of the animal, "Yeah, his coat's all right, but I don't like his pants."—*Everybody's.*

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